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SPORTS AND PASTIMES

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ROWING

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THE UNIVERSITY BOAT RACE: CAMBRIDGE VICTORY OF 1886: OXFORD LEADING AT BARNES

ROWING

BY

R. P. P. ROWE & C. M. PITMAN

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DEDICATION

TO

H.R.H. THE PRINCE OF WALES

BADMINTON : *March*, 1887.

HAVING received permission to dedicate these volumes, the BADMINTON LIBRARY of SPORTS and PASTIMES, to HIS ROYAL HIGHNESS THE PRINCE OF WALES, I do so feeling that I am dedicating them to one of the best and keenest sportsmen of our time. I can say, from personal obser ion, that there is no man who can extricate hims from a bustling and pushing crowd of horsemen, w' a fox breaks covert, more dexterously and quickly than His Royal Highness; and that when hounds run hard over a big country, no man can take a line of his own and live with them better. Also, when the wind has been blowing hard, often have I seen His Royal Highness knocking over driven grouse and partridges and high-rocketing pheasants in first-rate

workmanlike style. He is held to be a good yachtsman, and as Commodore of the Royal Yacht Squadron is looked up to by those who love that pleasant and exhilarating pastime. His encouragement of racing is well known, and his attendance at the University, Public School, and other important Matches testifies to his being, like most English gentlemen, fond of all manly sports. I consider it a great privilege to be allowed to dedicate these volumes to so eminent a sportsman as His Royal Highness the Prince of Wales, and I do so with sincere feelings of respect and esteem and loyal devotion.

BEAUFORT.

BADMINTON

PREFACE

A FEW LINES only are necessary to explain the object with which these volumes are put forth. There is no modern encyclopædia to which the inexperienced man, who seeks guidance in the practice of the various British Sports and Pastimes, can turn for information. Some books there are on Hunting, some on Racing, some on Lawn Tennis, some on Fishing, and so on; but one Library, or succession of volumes, which treats of the Sports and Pastimes indulged in by Englishmen—and women—is wanting. The Badminton Library is offered to supply the want. Of the imperfections which must be found in the execution of such a design we are conscious. Experts often differ. But this we may say, that those who are seeking for knowledge on any of the subjects dealt with will find the results of many years'

experience written by men who are in every case adepts at the Sport or Pastime of which they write. It is to point the way to success to those who are ignorant of the sciences they aspire to master, and who have no friend to help or coach them, that these volumes are written.

To those who have worked hard to place simply and clearly before the reader that which he will find within, the best thanks of the Editor are due. That it has been no slight labour to supervise all that has been written he must acknowledge; but it has been a labour of love, and very much lightened by the courtesy of the Publisher, by the unflinching, indefatigable assistance of the Sub-Editor, and by the intelligent and able arrangement of each subject by the various writers, who are so thoroughly masters of the subjects of which they treat. The reward we all hope to reap is that our work may prove useful to this and future generations.

THE EDITOR.

NOTE

THE present work—with the exception of a few illustrations which are reproduced from the former book on 'Boating'—is entirely new. Not a line of the original 'Boating' volume, published ten years ago, is retained.

The Authors wish to record their thanks to Mr. Herbert T. Steward for the great assistance he has given them in connection with the chapter on 'Henley Regatta,' and to Mr. George D. Rowe for his advice with regard to the general arrangement of the book.

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ROWING

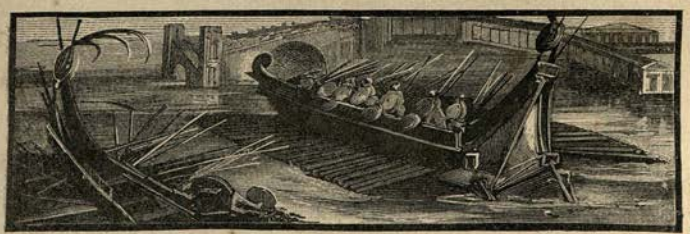
CHAPTER I

HISTORICAL AND INTRODUCTORY

PROBABLY the first of Adam's descendants who saw the sea, or had a deep river to cross, was the father of rowing; even if he had nothing better than the trunk of a tree for boat, and his own proper hands for oars. The necessity for locomotion may have only suggested at first the propulsion of a log through the water by means of a man's hands and feet, but at a very early stage of the world's history a 'genus audax omnia perpeti' must have evolved the idea of a canoe or boat, of a paddle or an oar. As soon as the craft adopted was propelled by oars, rowing of necessity became an art, and as this ancient art was the product of grim necessity rather than of pleasure, prehistoric oarsmen must the sooner have discovered certain elementary principles of harmonious, combined action.

We may safely assume that rowing had thus its origin in some dim prehistoric age. With the birth of letters it was already a practised art. The pages of Homer describe the vessels and the oarsmanship of mythical heroes, and the earliest works of history tell of voyages and sea-fights in which the ships engaged were propelled by oars. No less than 2,500 years ago the intricacies of trireme rowing had been mastered, and it still puzzles the brains of our scholars to understand the exact arrangement of the three banks of oars.

and the details of their management. It is evident that the crews of these vessels had to be exceedingly 'well together,' for though the men on the lower tiers rowed with shorter and lighter oars than those above them, their heads were in imminent danger from the oar-handles of the upper banks should they fail to keep exact time. Even in the trireme it is hard to conceive how the men on the highest tier were able to row a uniform stroke with those on the lowest; but when we come to the quinqueremes of Carthage and Rome, where the difference in size of oar must have been much greater, the problem appears still more difficult. The question, however, is not of practical importance to the oarsmen of to-day, who may be



ANCIENT GALLEY FIGHT (FROM POMPEII)

thankful that in this civilised age they row under more equal conditions. It is curious how in these ancient vessels lightness of build as an aid to speed appears to have been entirely disregarded. Even the ships of Æneas, in the boat race described by Virgil, are remarkable rather for size and weight than for qualities likely to promote pace. In this Virgilian race, it may be noticed, rowing is treated almost in the character of a pastime, and, indeed, Virgil is so far in advance of his times as to foreshadow an interesting episode of Henley Regatta. For did not Gyas at a critical point in the proceedings thrust his steerer overboard, and, leaving him to swim ashore, continue the race without him? Disqualification does not appear to have been even suggested, for Gyas—like every

other competitor—received a prize of great magnificence. This memorable, if imaginary, struggle is still held up to the modern oarsman's emulation; for on the medal that is presented to every Oxford winner of the University Boat Race are inscribed the stirring words quoted from this source, 'Possunt quia posse videntur.'

From Virgil to the 'Varsity Boat Race is a far cry, but the progress of rowing during the intervening period was slow, and its chronicles are meagre. It is a matter of surprise that mediæval London failed to produce amateur rowing contests, but if the stout apprentices of the middle ages did disport themselves on the river, the tale of their prowess remains untold. Probably the fact that the Thames was a great business highway tended to deprive oarsmanship of its attraction as a pastime, and the watermen who plied for hire were naturally prone to regard the oar rather as an irksome necessity, and the sign of a laborious existence, than a source of delight. In any case, it is not till we come to quite modern times that we hear of rowing in the character of a sport, and even then practical ulterior benefits are kept mainly in view. In 1715 Mr. Doggett, a comedian, instituted an annual race, the ostensible object of which was the encouragement of good rowing amongst Thames watermen; and whether it produced the desired effect or not, this was the pioneer of the many annual rowing contests that take place in England to-day. The race for Doggett's Coat and Badge still flourishes, and has been contested in the summer of each year since its foundation.

For many years after this no other aquatic event of interest is recorded, and it is not till 1775 that we hear of such a thing as a regatta. In this year the first regatta of which we have any evidence was held in front of Ranelagh Gardens. It was presumably confined to professional oarsmen, for no mention is made of amateur competitors.

After this we learn nothing either of regattas or of rowing as a recreation until we reach the end of the century. About this period tradition tells us there were three amateur clubs in

existence on the Thames at London—The Star, The Arrow, and The Shark. Of the achievements of these somewhat mythical institutions nothing is related, but racing, as we understand it now, had certainly as yet no existence. Here, however, was at any rate a change from previously existing conditions; for a boat, instead of being merely a vehicle for the carriage of passengers and goods, had come to be regarded as a means of amusement and exercise. The names of these three early

EARLY AMATEURS

rowing clubs have long since disappeared, but it is believed that the first two combined to form the Leander Club, which still preserves in its arms a star and an arrow.

The records of early amateur boat racing are so meagre that it is almost impossible at this date to say where it was first indulged in. It may have been started at Eton or Westminster or at the Universities, and then been introduced on the tideway by old University oarsmen; or, on the other hand, when athletics of all kinds began to come into vogue at the Universities, the undergraduates of the day may have merely followed an example

which had already been set on the Thames at London. Probability favours the latter hypothesis, although there is no actual record of the beginnings of boat racing, either on the tideway, at the Universities, or elsewhere.

Of present-day tideway clubs Leander is by far the oldest, though the history of its foundation is, as we have seen, quite traditionary. If, as is surmised, it arose from the combination of The Star and The Arrow, the date of its institution can have been little later than the beginning of the century. In any case, it is certain that not many years afterwards it was regarded as a club of some standing. The records of those days speak of matches against time, and in long rows of many hours' duration; in no case of races over measured and comparatively short courses; and it was doubtless in achievements of the former kind that the earliest Leander crews made their reputation. Of the advance to the next or actual racing stage Leander tradition tells us nothing, and it is not till we come to the club's matches with the Universities—with Oxford in 1831, with Cambridge in 1837—that we have any record of the performance of Leander crews in races. A relation of these matches will be given later, but it will not be out of place to quote here a passage from Mr. Macmichael's book on Oxford and Cambridge boat racing in reference to Leander at the time of the race against Cambridge. 'It was a club,' he says, 'of eighteen or nineteen years' standing, limited by its rules to fifteen members. From its commencement it had ranked high not only as a general crew, but also from the majority of its members having distinguished themselves not only in scullers', but in oars', matches. Of late years, the club had increased so much in celebrity that it was generally considered that nothing on the river could equal its crews in speed.'

The organisation of rowing, both at Eton and Westminster, must have had its beginnings at about the same time as, if not earlier than, the institution of Leander. At Eton the list of Captains of the Boats goes back as far as 1812, although nothing else is related of the Eton aquatics of that day. The Westminster

Water Ledger, on the other hand, gives us fuller information, and is probably the oldest contemporary record in existence of rowing on the Thames at London. It begins in 1813, and relates that Westminster had a six-oared crew in that year. In 1816 the names of another six-oared crew are given, and mention is made of the Temple Boat Club, as having a similarly manned boat. 'In 1818,' says the same authority, 'the Westminster were challenged by the Etonians. The race was at length fixed to take place from Westminster to Kew Bridge, the Etonians refusing to row back, but was eventually put off altogether by the order of the head master.'

At Oxford the earliest records are to be found in the Brasenose and Balliol College books, which both begin in 1837; but legends of races there, as far back as 1815, have been handed down by writers who have collected them, from very fairly trustworthy sources, such as the diaries of those who took part in them, or even in some cases from the lips of spectators. These accounts, which cover what may be called the traditionary period of Oxford rowing, even if they cannot be absolutely relied upon as accurate, are interesting, as showing the great difference between those times and the present in methods of starting, in the rules as to the composition of crews, and so forth. It appears that there were college races at Oxford in 1815, Brasenose being head of the river and Jesus their chief, and perhaps only, opponents. There were about this time three four-oared boats on the Isis, and in these Jesus and Brasenose Colleges, being the chief aspirants to aquatic honours, fought repeated battles while still continuing their rivalry in the college eight-oared races. In 1822 a dispute arose between these two colleges over an alleged bump, which was not acknowledged, and so bitter was the feeling displayed over the matter that a decisive check was administered to the growing interest which had been aroused at the University in aquatics. The story is thus told by Mr. Knollys in his book on Oxford University Races: 'There arose some little confusion as to the winner of a race between the B.N.C. and Jesus; a bump had

taken place, owing to a crab that had occurred, which, for a time, delayed the B.N.C., but the race resulted in the B.N.C. coming in first. . . . In the second race which took place a day or two afterwards B.N.C. won. The result of this dispute was that next year there were no races.' Whether it was really owing to this dispute or to the fact that one of the men was drowned while

AN ANCIENT BUMPING RACE

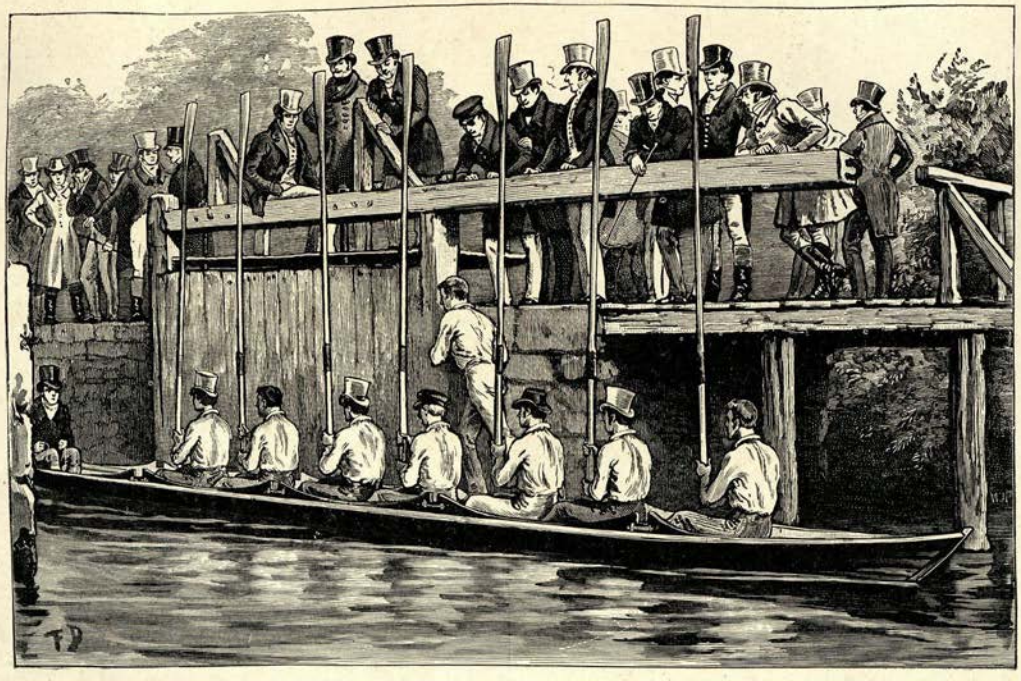
returning from luncheon is not known, but it is certain there were no races in 1823.

In 1824 a four-oared race was rowed at Oxford, which is of interest as showing that there was apparently no rule as to the qualification for a seat in a college boat. The match was between Jesus and Brasenose, and the crew of the latter consisted of Messrs. F. Slade and T. Morres of B.N.C., Davis (a waterman), and a Worcester man, whose name is not given.

The 'Brasenose' crew won, though Mr. Morres, who only had one arm, rowed with a strap, and had walked up thirty miles to Oxford—in the evening he walked home again—on the day of the race. 1824 was the last year in which professionals were allowed to row in the college boats, but for some years men from other colleges seem to have been accepted as substitutes in cases of emergency. Prior to 1825 the bumping races were started in a manner which was peculiar to Oxford. All the boats were shut together into the lock at Iffley, and on the gates being opened the head boat was pushed out in the following way. There was a long plank or 'gang-board' down the centre of the boat, on either side of which the men sat. Stroke, standing in the bows, put his oar or a boat-hook against the lock gate, and ran down the gang-board until he arrived at his own seat, when he sat down and began to row. The other boats in succession scrambled out of the lock in the same way, and thus although the act of starting was very different from what it is in the present day, a stroke who could get his boat quickly under way was doubtless, as he is now, a very valuable acquisition to his college.

In 1825 there were for the first time more than four crews to be shut into the lock at the same time, and a new method of starting had to be devised. The boats took up their stations opposite posts, which were placed a hundred yards apart, and the lock-keeper, who acted as starter, stood near the middle with a pistol. At each post an umpire was stationed, his duty being to say when the crew for which he was acting was exactly in its place and prepared to start. When all the umpires had signified that their boats were ready the lock-keeper fired the pistol. This system was followed till 1839, when the eights for the first time started as they do now, each from a rope, one end of which is held by the steerer and the other fixed to the post on the bank.

In 1828, the year after the first meeting of the Universities at cricket, a challenge was received from Cambridge for an eight-oared race, and after considerable correspondence the



THE START OF A BUMPING RACE OUT OF IFFLEY LOCK—PRIOR TO 1825

first University Boat Race was eventually rowed at Henley in the summer of the following year, 1829. The result was a somewhat easy victory for Oxford. The second University race was not rowed until 1836, but there was a match in 1831 which seems to have been entirely forgotten until it was rescued from oblivion by Mr. W. B. Woodgate, who having heard of it from a waterman who had steered one of the crews, succeeded in unearthing the story from the files of 'Bell's Life.' The match was between Oxford University and Leander for 200*l.* a side, a condition which would hardly be compatible with the stringent rules of the Amateur Rowing Association of the present day. The venue was Henley, and the struggle resulted in a victory for 'the Brilliants,' as Leander were called. The description, which appears in 'Bell's Life' of Sunday, June 26, 1831, is interesting in the light both of present-day rowing and of present-day reporting. It is as follows:—

EIGHT-OARED MATCH—LONDON AND THE OXFORD AMATEURS FOR 200*l.*

'This interesting match was decided on Saturday week at Henley, Reach. The Trinity boat, built by Archer of Lambeth, which proved successful on a former occasion when opposed to the Oxonians, was, we understand, again selected by them in the first instance, but they ultimately decided on rowing in a boat built by Searle, which they considered had been unjustly denounced 'a rank bad 'un,' simply on the score of the Cambridge gentlemen and the Westminster having lost their matches in her—the former against Oxford, and the latter against the Etonians. The gentlemen of Oxford selected a large but peculiarly light eight belonging to Mr. Davis of Oxford. On Friday the London gentlemen left town for Henley, and took up their quarters at the Red Lion. Noulton of Lambeth was selected to steer them. Although Oxford were favourites on the match being first concocted, it was with difficulty that a bet could be made on the Londoners in the last two days, and then only at 6 to 4 against Oxford. At about 6.30 the contending parties arrived in their cutters near the lock to row from thence against the stream to Henley Bridge, which is reckoned 2¼ miles.

The names of the respective parties and their stations in the cutters were as follows :—

London.—Bishop (stroke), Captain Shaw, J. Bayford, Lewis, Cannon, Weedon, Revell, Hornemann.

Oxford.—Copplestone (stroke), Lloyd, Barnes, Pelham, Peard, Marsh, Marquis of Waterford, Carter.

The latter was steered, we believe, by a boy belonging to the lock. Mr. Hume and Mr. Bayford were appointed umpires on part of the London gentlemen, and Mr. Lloyd and another gentleman on the side of Oxford. The Oxford gentlemen won the toss and took the inside station. The umpires having a second time asked if all was ready, receiving an answer in the affirmative, gave the signal. In less than a dozen seconds the London gentlemen astounded their opponents by going a boat's length in advance, so rapid were their strokes when compared with those of Oxford. The Oxford gentlemen soon recovered. Before half the distance had been rowed London were two lengths in advance. The Oxonians finding they were losing ground made a desperate effort and succeeded in coming within a painter's length. On nearing the goal the exertions of each party were increasing. One London gentleman (Captain Shaw) seemed so much exhausted that it was feared he would not hold out the remaining distance. Noulton, seeing this, and fearing the consequences, observing the Oxford gentlemen fast approaching them, said that 'if the Londoners did not give it her, it would all be up with them.' They did give it her, and the consequence was they became victorious by about two boats' lengths. The distance was rowed in 11½ minutes. The exertions at the conclusion of the contest became lamentably apparent. Captain Shaw nearly fainted, and had to be carried ashore ; Mr. Bayford was obliged to retire to bed instantly ; so was also one of the Oxford gentlemen. The others were more or less exhausted. The London gentlemen rowed to town on Tuesday, and were greeted on their way with cheering and cannon. On arriving at Searle's a *feu-de-joie* was fired.

It will be noticed that Oxford's opponents are spoken of in the report as the 'Londoners,' but it has been ascertained from survivors who took part in the race that they were the Leander Club. Two of the crew, Hornemann and Lewis, rowed also in the Leander crew of 1837 against Cambridge.

The history of the Oxford and Cambridge Boat Race is so

fully given in a succeeding chapter that the contests between the Universities need not be discussed here, but it may be noticed that from the year 1837 we find for the first time contemporaneously written records of Oxford College rowing; for although we have descriptions by actual spectators of the races against Cambridge and Leander, it is only from the date mentioned that the internal history, as distinct from the traditions of Oxford rowing, may be said to have begun. In 1839 the Oxford University Boat Club was created. In this and the two following years were instituted the University Fours, Pairs, and Sculls.

At Cambridge the authentic records begin considerably before those of Oxford. The Cambridge University Boat Club was founded in 1828 or 1829, from which time the Club log dates. The earliest college book is that of Trinity, which begins in the year 1825, and from that date we have a trustworthy history of rowing at Cambridge. The records of the traditionary period, however, are not so clear or so extensive as those of Oxford. The reason of this is that Cambridge had not the good fortune to possess a historian who took the trouble to collect the accounts of the earliest races on the Cam from the lips of those that rowed in them; a course which it is impossible to pursue now, as all those veterans of the beginning of the century have by this time (unless there is boating on the Styx) 'easied' for good and all.

In 1826 it is recorded that the first eight-oar was launched on the Cam. It was built at Eton, and was the property of St. John's College. The College bumping races were instituted in 1827, and it is said that there were, at that time, six racing boats on the river—viz. a ten-oar and an eight-oar belonging to Trinity, an eight-oar belonging to St. John's, and three six-oars. Trinity on that occasion finished head of the river. In 1828 St. John's College were head of the river, and in the same year, as we have seen, a challenge was sent to Oxford for the first University Boat Race. From this date we have a fairly complete history of Cambridge rowing; it is evident that the sport

quickly increased in popularity on the Cam, and was not long in taking a prominent position among the athletic pursuits of the Cambridge undergraduates. During the 'thirties' it continued to make rapid progress. After their victory in the second University Boat Race, Cambridge, being unable to induce Oxford to come to terms about a race, made a match in 1837 with Leander. This was rowed from Westminster to Putney, and resulted in a decisive victory for Cambridge. Speaking at a dinner which was given recently to celebrate the fact that four Appellate Judges, including one half of the Court of Appeal, were old University oars, Viscount Esher—then Master of the Rolls and one of the four distinguished guests—referred as follows to this Cambridge and Leander match. Alluding to Cambridge, he said:—

> They had rowed against Oxford, and at that time they used to be successful. I wanted them to go further, and persuaded them to row against the Leander Club. The Leander Club was then a London Club, consisting of men who had never been at the University; but they were recognised throughout England, and perhaps everywhere in the world, as the finest rowers who up to that time had ever been seen. I had been on the Thames at Westminster from the time I was twelve years old, and I knew the Leander men well. They were the finest rowers that could be, but they were verging on being middle-aged men. I persuaded the Cambridge University to row them. I said 'The Leander Club will beat us in the first mile to a certainty, but they are verging on middle age, and after the first mile if we can keep up, we shall beat them.' We started from Westminster Bridge, and when up to Vauxhall Bridge they went on one side of a pier, and we on the other, and when we came out we were just ahead of them, and we beat them into Putney.

In 1838 a return match between these two clubs was rowed over the same course, but there was a series of fouls from start to finish, and it was declared void by the umpire.

The year 1839 was a great one in rowing history. For not only did it see the permanent establishment of the Oxford and Cambridge Boat Race, and the foundation of the Oxford

THE RACE BETWEEN ROBERT COOMBES AND CHARLES CAMPBELL FOR THE CHAMPIONSHIP OF THE THAMES
AUGUST 19, 1846

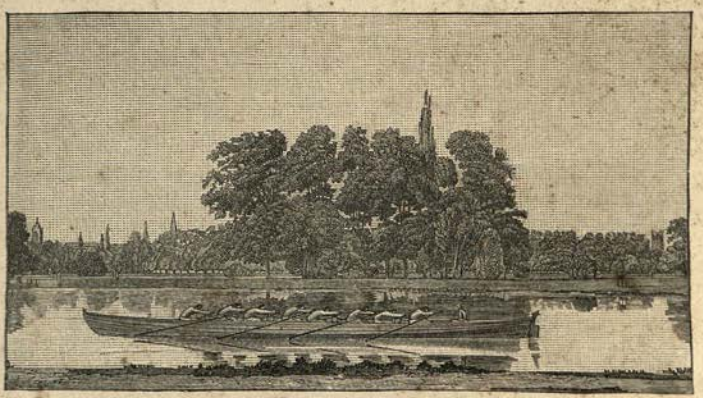
(From an Engraving in the possession of the Leander Club)

University Boat Club, but it proved the date of the institution of Henley Regatta. The following note in the Trinity College Book (1838) shows the strides that the sport had by this time made: 'Rowing had now taken its proper place among national pastimes, and the want of a spot for an annual regatta was much felt. After much discussion Henley-on-Thames was chosen, and it was decided that a regatta should be held there in the following year.' The institution of Henley Regatta, as Mr. Brickwood points out in his book on 'Boat Racing,' marks an epoch in the history of aquatics. From that time boat-racing was conducted on principles more akin to those which govern the sport in the present day. Rules were made for the prevention of fouling, and watermen were excluded even from steering the crews. Regattas were instituted all over the country, many of which still continue, and thenceforward the columns of 'Bell's Life' teem with items of aquatic news.

There is one important annual event, which had been founded previous to this date, whose institution we have hitherto omitted to mention—the Wingfield Sculls. The challenge prize for this race was presented in 1830 by a Mr. Wingfield, to be held each year by the best sculler between Westminster and Putney, and 'to be competed for annually on the 4th of August for ever.' Various changes have since been made in the conditions of time and place, and the sculls are now rowed for every year towards the end of July, the race being open to gentlemen amateurs of Great Britain and Ireland, and the course from Putney to Mortlake.

We have now given a slight sketch of the development of rowing from its primitive beginnings to a date at which it may fairly claim to have been established as one of the first of English sports. Side by side with this gradual development of rowing as a sport, we find, as might naturally be expected, a gradual development in the art of boat-building. From the heavy, in-rigged cutter of the early century—to go no further back—to the light, out-rigged, sliding-seat eight of to-day is a long step, and the change has only been brought about by

slow degrees. As we have seen, the idea of lightness in ship-building was quite foreign to the ancients, and even in comparatively modern times it dawned but slowly. The boats employed when first we hear of rowing as a pastime—less than a century ago—were, judging from old pictures (one of which is here given), very similar to those used nowadays upon the sea. They were roomy, heavy, in-rigged craft, standing very high out of the water, with a 'gang-board' running down the centre between the rowers. They must indeed have been stout to permit of the bumping races at Oxford starting from



OXFORD EIGHT-OAR IN 1829

the lock in the manner previously described. These heavy and somewhat clumsy craft do not appear to have been improved upon for a very considerable time. The first alterations of importance were the abolition of the gang-board and removal of the upper streaks, a reduction in weight being thereby effected. It is difficult to assign an exact date to these improvements, but the earliest mention of the former in Oxford records is a note in the Balliol College Book in 1837 stating that 'the Balliol boat rowed this year without a gang-board.' With this lightening of the boats came, as might be expected,

an alteration in the style of rowing, and for the short, digging, waterman's stroke, which had hitherto been in vogue, was substituted one of greater length. Mr. Stanley of Jesus, who rowed in the Cambridge crew of 1839, is said to have been the first to row a long sweeping stroke, and a year or two later Mr. Fletcher Menzies was the advocate of the long, as opposed to the short, stroke at Oxford. These matters, however, are treated elsewhere in this volume.

The next step in the advance of boat-building was the invention of outriggers. These were introduced upon the

THE LAST OF THE THAMES WHERRIES

Tyne about 1830, but it was not until 1846 that they came into general use in the South. By this time boat-racing had become a fully established sport, and the evolution of the racing-boat proceeded with comparatively rapid strides. Although the stages in the attainment of increased lightness were numerous, and various improvements were doubtless made from time to time in matters of detail, there have only been two subsequent changes of a revolutionary character

—the abolition of keels and the introduction of slides. Keelless boats first came into use towards the end of the fifties, and sliding seats some twelve years later. The first year in which the latter were used in the Oxford and Cambridge Boat Race was 1873.

With the great development that had taken place in boat-racing, with the introduction of new appliances, and an ever-increasing study of theory, rowing not only advanced in popularity but became one of the most scientific of English sports. Since that time both in theory and practice it has seen a still wider extension.

As an athletic pastime rowing holds a place second to none. It exercises a beneficial influence on mind and body alike. The discipline to which an oarsman subjects himself is a salutary one, and the patience, self-denial, and endurance which he cultivates are qualities that cannot fail to prove useful to him in any walk of life. The physical advantages of a form of exercise which employs all the more important muscles of the body, strengthens and expands the lungs and stimulates the action of the heart, is testified to by the large number of hale and hearty veterans who have done yeoman service in their school, college or university boat in their younger days, and are now to be found in every quarter of the globe enjoying a vigorous old age. Rowing in races, with the training which precedes it, provides beyond question healthy and health-giving amusement for those who are sound in heart and lungs, and it is only the constitutionally weak who need have any fear of indulging in it.

To the advantages of rowing as an exercise, it may be added that it is to a great degree independent of weather, and that its demands upon a man's time are comparatively small. As a recreation it stands equally high. There are few sensations more pleasant than the swift movement of a well-ordered crew over the water. The sense of rhythm combined with motion is peculiarly attractive, and it is this principle of combination which is more than anything else the feature of the art.

From a moral point of view the need of this harmony and self-subordination has no small influence on character. Rowing has taught many a man in a practical way 'his duty to his neighbour,' and in the brotherhood of the oar some of our greatest statesmen, divines, and lawyers have learned lessons to which they owe not a little of their success in after life.

CHAPTER II

THE ART OF ROWING

THE oarsman's object—in whatever craft he may be—is two-fold: to force his boat through the water as fast as possible; to do so without waste of strength. Here is the art of rowing. It is the purpose of this chapter to demonstrate, from a practical point of view, the commonly accepted method by which this double result may be attained.

Rowing, technically treated, is often divided into two parts —fixed-seat rowing and sliding-seat rowing; but, as the principles that underlie both are identical (the one being merely an extension of the other), both are included here under one heading. Let it be understood, however, that in the earlier part of this chapter, which deals with the elementary principles of oarsmanship for the instruction of the beginner, the use of a fixed seat is always assumed.

We will suppose, then, that a man has no preconceived notions on rowing (a little knowledge is often worse than ignorance); that he is set down in a gig, and that an oar is put in his hands for the first time.

As a preliminary, care must be taken that he is seated exactly opposite his feet, with his stretcher at such a length that when his body is swung back to a little beyond the perpendicular his legs are nearly, but not quite, straight. He should hold his oar with the outside hand close to the end of the handle, and the inside one separated from it by about a hand's breadth. His grasp should not be too tight, for he must avoid stiffening the muscles of his arms and shoulders; but the

fingers of both hands, outside as well as inside, should always be round the handle. His feet should be pressing lightly, but evenly, on the stretcher; and a point he should bear in mind from the very beginning is that he must try to 'feel' his stretcher, with heel and toe, through every part of the stroke.

When all is in readiness, let him swing forward, with his arms straight, opening his knees just sufficiently to allow his body to come down between them. Let him at once cover his blade and reverse the motion of his swing, and, keeping his arms straight for the greater part of the stroke, allow the weight of his body swung back from the hips, with the stretcher as its support, to carry his blade through the water. At the finish let him row his hands straight up into his chest, drop them sharply, and, turning his blade on to the feather, shoot them away from him. Then he is in position to swing forward for the next stroke.

At this point the beginner may fancy that rowing is an easy matter, but the above is a very elementary summary of the stroke, and he must now face a series of rules that will inevitably appear very complicated and prove at first difficult of execution. To give a clear idea of these it will be simplest to describe the stroke, as given above, in detail, enumerating these necessary points, and as far as possible explaining the necessity for them.

In the swing forward, then, the two primary requisites are length and steadiness. Length of stroke in a crew is the exact equivalent of length of stride in a runner. The importance, therefore, of increasing the reach forward by swinging the body down as far as possible between the knees is obvious. At first the novice is sure to have difficulty in swinging out to his coach's satisfaction. It will be a strain to him to force his body down to the required position. But let him persevere, and day by day he will gain in freedom of movement, and the feeling of effort will diminish. Of almost equal importance with length of swing is steadiness of swing. From the moment at which the hands leave the chest to the moment of the oarsman's extreme reach forward, the body should be moving at a perfectly

even pace, and as slowly as is compatible with the rate of stroke that is being attempted. There is nothing that stops the way of a boat so much as the weight of bodies hurrying unevenly forward. The chief difficulty in regulating the pace of the swing occurs at its start, and during its last portion when the hands are passing over the stretcher preparatory to dropping the blade into the water. To steadiness during the earlier part of the swing reference will again be made when the recovery, with which it is closely connected, is dealt with; steadiness over the stretcher, on the other hand, is bound up

FIXED SEAT: THE SWING FORWARD

with the next point of the stroke—'the beginning.' As this word 'beginning' will probably be the bugbear of the novice, and a constant source of effort and annoyance to him for a long time to come, it will be excusable to treat it at some length.

'Beginning' in its ordinary sense is used to imply quickness of beginning; and this is obtained by raising the hands and reversing the swing so instantaneously that the blade is covered and moving almost at one and the same moment. In fact, as far as possible it is necessary to get the full pressure of weight and strength against the water at the very commencement of

the stroke. It is not right to begin gently and increase the force of the drive afterwards. The reason of this will be obvious to the novice as soon as he gets into an eight; for the boat will be travelling so fast between the strokes that he will feel his oar slip through the water ineffectively unless he has learnt to get hold of the beginning. Especially will this be the case in a light racing eight, where the speed of the boat will be such that, unless the crew get their beginning, and, so to speak, pick her up at once, she will be running away from them, and the first half of the stroke will be entirely wasted. Hence it is easy to understand that a physically weak crew, who get a smart beginning, will often beat a much stronger crew who merely lug at the middle and end of the stroke. Equally evident is the loss of power involved in the case of the man who misses the beginning, while the rest of his crew are getting hold of it. For the weight of the boat is taken entirely off his shoulders and transferred to those of the other men, and the boat shoots away so fast that, having missed the right moment for applying his strength, he is probably quite unable to catch up the others, and his blade washes through ineffectively to the finish.

Hence the necessity for beginning; but to get this beginning is a more difficult and complicated matter than may appear. In the first place it depends very largely on steadiness over the stretcher. Any tendency to rush the last part of the swing forward or—to use a common phrase—'tumble over the stretcher' is fatal to beginning. Therefore, it is of the utmost importance to swing the body forward at an even steady pace. Nothing aids this steadiness so much as the practice of feeling the stretcher, before alluded to. While the body is swinging forward the feet should be pressing, heel and toe alike, evenly on the stretcher, not with any force, but just firmly enough to give this sense of feeling. This will enable the oarsman to regulate his swing, and, in fact, to make it a swing and not a rush and tumble. Of equal importance with steadiness of swing for the purpose of beginning is lightness of hands. By this is meant that the hands must not grip the oar so tightly as to stiffen the

wrist and arm muscles. The oarsman's wrists should remain sufficiently pliable to be ready for instantaneous action, and his hold of the oar be sufficiently light to enable him to drop, rather than dig, the blade into the water. In fact, the raising of the hands over the stretcher should be the exact equivalent of suddenly removing their weight from the handle of the oar, and, assuming that the oar itself sits rightly and squarely in the rowlock, the blade will then cover itself to the proper depth without force being applied to it.

Now, still dealing with beginning, we come to the crucial point of the stroke—application of strength. And, as a preliminary, it will be necessary to refer to a subject hitherto avoided, namely, the attitude in which the body itself should be held during the swing forward and throughout the stroke. A theory was once held that a back of perfect, poker-like straightness was an absolute necessity; but this view has become much modified, though the amount of straightness necessary is still a matter of disagreement among experienced oarsmen. The fact is, that though some men may be built in such a way as to be capable of applying their full strength to the stroke with their backs precisely straight, the majority are more human. It is far from our purpose to advocate a round back as in any sense a merit. A man with a back like an orange cramps his swing and his finish, and loses more in length and in freedom of movement than he can possibly gain in strength; whereas straightness of back tends to lengthen the swing and to strengthen the finish. But there are degrees in all things, and a straightness that is only acquired by great effort and strain is in its nature artificial; and many men will undoubtedly find that they can hold their backs the firmer for allowing them to be something less than straight. Of this, at any rate, there is no doubt, that at whatever curve the back may be set, it should be held firmly in that position throughout the stroke. A back that straightens itself on the swing forward and then gives way when the strain comes is far worse than a round back. Our advice to the beginner, therefore, is to hold himself

as straight as he reasonably can, but before all things to keep his body firm. To make this firmness of body effective, the shoulders must be kept square and in a perfectly natural position down in their sockets. Overreach with the shoulders and the trick of following the oar round with the outside shoulder—the latter in particular—are very common faults, and at all costs to be avoided. Their effect is to spoil beginning and to weaken the entire stroke.

When the oarsman is right forward, then, with his body firm, his shoulders down and square, his hands light, and his feet feeling the stretcher, he is ready to get to work. This he must do without pause. There must be no moment of waiting over the stretcher. Up to this point his body is still moving forward, and the swing forward must become instantly the swing back. To pause or 'hang' over the stretcher is a fatal fault. It either makes a man late on the others or it means that he is swinging down faster than the rest, and then waiting, thus spoiling the unity of the swing and checking the run of the boat. The moment the body is forward, therefore, the blade must be dropped into the water, and the moment the blade is in the water strength must be applied. This must be done by 'lifting' back the shoulders (and in a lesser degree the rest of the body) from the stretcher by use of the back, hips and thighs. The movement is rightly termed a lift because it is identical with that of a man who, with his arms straight and his legs slightly bent, lifts a weight off the ground. Indeed, the feeling the oarsman should have if he is doing his work properly is that he is sitting on nothing, but that the stretcher is the ground on which he is standing, and the handle of the oar the weight he is lifting from it. His weight, in fact, to use a common rowing phrase, must be 'out of the boat,' the whole of it being, as it were, on the stretcher, and therefore against the water.

A final point worth noticing in this connection is that beginning does not necessarily imply work, but only quickness. Work and quickness are too often confounded, and when told 'to get

hold of it' a man will frequently try merely to work harder. This is not likely to aid him in the least, for in most cases it is the quickness that is wanting rather than the work. By working hard while the rest of the crew are paddling, a man may often conceal the fact that he is not really getting a good beginning; but when it comes to rowing at high pressure he is certain to be found out, and the uselessness of his previous efforts will be evident. Provided that he is already exerting himself honestly, it is greater quickness he must aim at, and not more work, when told 'to get sharper hold of it.'

This, then, is 'beginning.' It is a thing difficult to explain, but even harder to acquire. It is a difficulty, however, that must be mastered before any reasonable degree of proficiency in rowing can be attained.

When the beginning has been got and work started, the next object is to keep this work on—that is, to keep up the pressure of the blade against the water to the finish of the stroke. To do this it is obvious that the body must be held firm and the swing carried straight back without relaxation. If the beginning has been got only by a false catch with the arms or shoulders, while the force and weight of the body-swing is only brought into play later, the fault will be revealed at once in the action of the blade, which will lose its first hold of the water and come through in two pieces, as the phrase is, instead of one. But if the beginning has been rightly got, no difficulty should be found in carrying on the swing of the body, and, consequently, in taking the blade through in one clean sweep. As long as possible, let it be remembered, the arms must be kept straight, acting merely as connecting rods between shoulders and oar-handle, while the body and legs supply the motive power.

Another most important point to be observed is to keep the blade evenly covered at its proper depth. At the start of the stroke the blade must cover itself exactly—neither more nor less—and at this even depth it must be driven through to the finish. To let the blade run down deep in the middle of the

stroke is to increase the oarsman's exertions without adding anything to the effectiveness of his work ; while it is courting inevitable disaster at the finish, when the time comes to recover sharply and get the blade clean out of the water. To row light, on the other hand, obviously entails a loss of power, the blade swishing through the surface of the water instead of moving the boat. A very common error is to cover two-thirds of the blade at first, and let it settle down into the water afterwards. This gives a false appearance of volume to the wave raised by the blade, and is a fault not always noticed by the coach ; but it is a fault none the less, and it, too, entails loss of power. The object to be kept in view, then, is to cover the

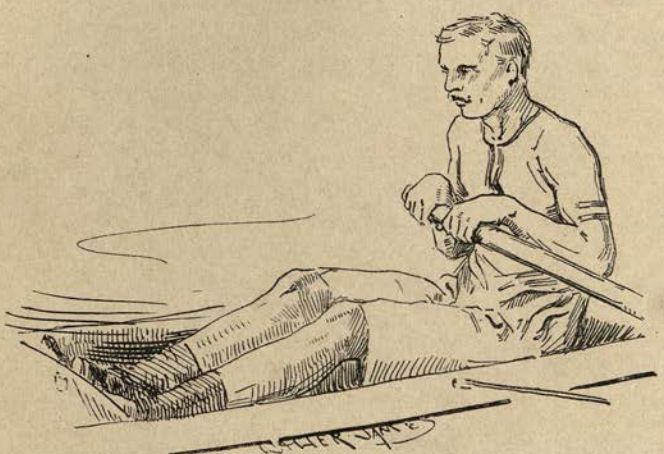
FIXED SEAT : MIDDLE OF STROKE

blade exactly and to keep it covered exactly ; and in order to do this it is necessary that the hands be drawn in a straight line into the chest at the level they attained when the blade was first covered. It should be borne in mind that during the swing back the course taken by the shoulders is a curve. From the beginning to the middle of the stroke they rise ; from the middle of the stroke to the finish they fall. The beginner, not having due regard for this fact, is apt to let his hands follow the lead of his shoulders, and in consequence to draw them up in the middle of the stroke and down at the finish, with the natural result that his blade is correspondingly deep in the

middle of the stroke and light at the finish. Careful attention should therefore be paid to the level of the hands, and particularly so towards the finish of the stroke when the almost invariable tendency is to drop them into the stomach instead of rowing them into the chest.

This brings us to the 'finish;' and by finish we mean that last part of the stroke where the arms must be bent and the hands rowed home into the chest. We have already said, or inferred, that the arms must begin to bend when the body is just beyond the perpendicular, and this should serve nearly enough as a guide, for it is scarcely possible to lay down a hard-and-fast rule as to the exact angle at which this new movement should originate. The object to be kept in view is to let the body and legs—the stronger force—do as much of the work as possible, and to reserve the arms—the weaker force—for the recovery, the purpose for which they are needed. But it is of the utmost importance, in order to maintain the even pressure of the stroke, that what work the arms do at the finish must be done simultaneously with the finishing work of the body and legs. Therefore the arms must begin to bend at a point where the shoulders have still some inches of space to swing through, and, as the handle of the oar is being drawn in from arm's length to the chest, the body must still be swinging back and the legs driving. If this is not done, if the body-and-leg work is finished before the hands have reached the chest, the blade will infallibly lose its hold of the water and the oarsman meet his oar. By this phrase is meant that he will pull his body to his oar at the last instead of his oar to his body, thus very considerably shortening his stroke. This is a fault to be avoided at all costs, and, to escape it, it is absolutely necessary to keep the leg work on, or, in other words, make the stretcher act as support to the body-swing to the very end of the stroke. The other point most necessary to ensure a good finish we have referred to before. It is to row the hands up into the chest (not down into the stomach), so that the blade may be covered and doing its full complement of work

to the end. Like many other things, the beginner will find this easier said than done. At first he may find difficulty in bringing his blade clean out of the water at the finish, and to avoid getting 'hung up' in this way he will be sorely tempted to row light at the end of the stroke, and so get clear of the water. But he may take it as almost certain that the reason of his



FIXED SEAT: A CLUMSY FINISH—LEG-WORK LET OFF—MEETING THE OAR

inability to bring the oar out of the water is that his work is let off before the finish of the stroke, and not that his blade is too deep. Directly the pressure of the oar against the water is relaxed, the wave closes into the vacuum behind the blade, and, as the boat moves on, forces the handle of the oar against the rower's chest, making it difficult for him to drop his hands. But if he keeps his work on to the end, using his stretcher and continuing his swing till his hands are against his chest, he should find no difficulty in getting his blade out clean at the finish.

It is most important that the shoulders should be kept well down in their sockets—in their strongest and at the same time most natural position—throughout the stroke, and especially

at the end of it. The elbows, too, should be rowed back close to the sides. If these two points are attended to, a clean firm finish and—as will be shown later—a smart recovery will be the more readily acquired.

A GOOD FINISH: ELBOWS AND SHOULDERS CORRECT

One other matter we must refer to in connection with the finish, and that is as to the extreme limit of the swing back. This still remains to some extent a matter of opinion. It is clear that the longer the swing the greater the length of stroke, a thing which is in itself an advantage. But it is equally clear that the swing back may be carried to a point at which it is almost impossible to keep the blade covered, and whence it requires undue effort to bring the body up on the recovery. Hence the desirable mean is the point at which reasonable length is combined with reasonable ease of recovery. It is hardly possible to define the exact angle at which such a position is reached. It must be learnt by experience and the practical teaching of a coach. The beginner may take it roughly to be something short of the angle of 40° from the perpendicular.

A BAD FINISH: ELBOWS AND SHOULDERS INCORRECT

When the handle of the oar is against the chest the moment is come for the recovery. And under this term we include

the motions by which the blade is lifted from the water and feathered, the hands shot away from the chest, and the body again started in its swing forward. Though these are described here in deliberate detail, it must be understood that the separate movements are in practice, as in the case of the beginning, almost instantaneous. The moment, then, that the hands are against the chest they must be dropped sharply, so as to bring the blade square out of the water; by a quick turn of the wrists the blade must be feathered, that is, turned parallel to the water; by a quick movement of wrist and forearm the handle must be shot away from the body, and clear over the knees till the arms are straight. These three movements—and especially the first two—must succeed each other so rapidly as to be almost one. We have said especially the first two—the drop and the turn of the wrists; yet it must be understood that the first movement is the drop and not the turn. For if the turn is exactly simultaneous with the drop, the result must be that the blade is feathered under water; that is, the blade will begin to turn while it is still covered, and will thus be lifting water when the handle of the oar is forced down. This is a fault which tends to destroy the level of the boat by dragging down the rowlock, and to hinder its progress because the blade is temporarily caught in the water instead of coming out clean.

It has been said that the most usual cause of a clumsy finish is that the work is let off too soon, but no amount of driving out the finish will avail if the blade is deliberately turned under water. A drop with the hands is absolutely necessary to secure a clean finish, and this drop, as we have said, must slightly precede the turn of the wrists. The actual distance the hands must drop is naturally not considerable, for a very slight lowering of the oar-handle is sufficient to lift the blade clear of the water. In practice, too, it will be found that the amount of drop necessary is hardly so great in a four or pair as in an eight. The style of rowing most suitable to an eight is, both in beginning and recovery, of a more pronounced type than that.

necessary in a four or pair. For one reason the boat is travelling faster, and requires therefore to be picked up all the more sharply at the beginning, while a sharper movement is needed at the finish to prevent the water catching up the blades; for another reason, eight men in a boat are twice as hard to get together as four, and therefore an especially well-marked style of rowing is necessary to aid the time and rhythm of the stroke. A four and a pair, on the other hand, require *coaxing* along in rather different fashion. Here watermanship comes more into play, and a heavy drop with the hands would destroy the equilibrium of the boat. At the same time, in a four, and even in a pair, if the blade is kept properly covered, the hands must leave the chest at a lower level than that at which they reached it, and the oarsman who feathers clean necessarily drops his hands to a certain extent, even if imperceptibly to himself. For the beginner, who will commence work in clinker-built fours and eights, a pronounced drop with the hands, slightly preceding the turn of the wrists, must be insisted on. He can moderate it later, when the drop has become so much a habit that there will be no fear of his losing it altogether.

The third movement in the recovery, the act of shooting the hands away from the body and over the knees, would be easy enough if it were not for the inclination of the body to shoot out after them. For it is necessary that the hands come clean away from the body so smartly that the arms are straight almost as soon as the body begins to move forward. Indeed, the motions of body and arms must be almost independent of one another, and while the hands are shooting out as fast as possible, the body must begin to swing slowly and steadily forward on its own account. At first the beginner will doubtless find that when he tries to force his hands away his body insists on going along with them, and when he holds his body back his hands refuse to leave it. He must comfort himself with the assurance that this dilemma has been the early experience of every man who ever learnt to row.

A point we have already insisted on with regard to this

shooting away of the hands is that the right movement is made with wrist and fore-arm alone, and that the shoulders must take no part in it. If the elbows have been drawn fairly close past the sides, and the shoulders kept down and back, far less difficulty will be found in this than if the stroke has been finished, as is too often the case, with the rower's elbows sticking out at right angles to his body, and his shoulders round his ears. To finish with elbows out tends to raise the shoulders and to induce a laboured recovery, whereas the first merit in recovery is ease of movement and consequent saving of labour.

The reason for shooting the hands clear of the knees and straightening the arms immediately—in a word, for recovering sharply—is a simple one. The oarsman's position at the end of the stroke, when his hands are still against his chest and his blade is just leaving the water, is his weakest position, and for the moment he has little or no control over the boat. Until his arms are straight, or nearly so, it is still a weak position; for if the boat rolls on to his oar, the water strikes the blade and his hands catch on his knees. But directly his arms are straight, his hands are clear of his knees, and his body is upright on the swing forward, he is again in a strong position, and is able to sit the boat and manipulate his oar in case of a roll. It is to his interest, therefore, to exchange the weak for the strong position as quickly as possible.

To complete the stroke there only remains one item of importance—the feather. It has already been said that the wrists must be turned on the recovery and the oar feathered. As the swing forward proceeds, the blade, still feathered, must be kept at an even distance above the water. In technical language, 'skying the feather'—that is, letting the blade fly up high above the water—must be avoided. From the time it leaves the water to the time it enters it again the blade must be kept as nearly as possible at one level, and as reasonably close to the water as may be without risk of hitting it. In rough weather a comparatively high feather is of course necessary, in order that the blade may clear the waves, and the rowing be

clean. To keep the blade even on the feather, just as in keeping it evenly covered in the water, the level of the hands must be carefully attended to. After the drop and turn they must come away from the body in a straight line horizontal to the water. To maintain this line they must be gradually raised relatively to the body; or, in other words, as the body swings forward the angle formed between it and the arms must be steadily and evenly increased. The place where it is most important that the blade should be close to the water is immediately before it enters it. If the blade is high above the water at the last, there must necessarily be a certain waste of time before it can reach it—quite sufficient to make the oarsman late on those in front of him—and the first part of the stroke will inevitably be rowed in the air. By this is meant that the blade, being still in the air when the body begins its swing back, drops down slantingly instead of vertically to the water, thus entirely cutting off the first part of the stroke, and consequently wasting the last part of the swing forward. Especial care should therefore be taken to keep the hands up to their proper level during the last part of the swing forward, when they are passing over the stretcher.

By the time that the handle of the oar has reached this point the blade should no longer be feathered. When the rower is halfway forward, or a little later, the oar should be gradually turned so that the blade may be square to the water at the moment that it is ready to enter it. The length of feather necessary, and consequently the point at which the blade should begin to turn, varies with varying conditions. In rough water a long feather is obviously more necessary than in smooth; for a flat blade will clear waves that would strike the under half of a square blade, while a blade striking the water flat will upset a boat far less than a blade striking it square. Again, when the rowing is against a head wind the feather should be as long as possible, for the simple reason that the blade offers less resistance to the wind flat than square. Still, in both these cases the oarsman must have his

blade turned square at the moment when he is prepared to drop it into the water; for if he only turns it when he has reached the extreme limit of his swing forward, he will either pause an instant, that is to say hang, while turning it, or else the blade will enter the water before it is properly squared, and run down deep as soon as force is applied to it. To avoid these faults, and in some degree to aid the steadiness of his swing, the beginner is usually taught to commence turning very gradually off the feather when he is barely halfway forward. This may be quite right to start with, but for the more mature oarsman we can see no great advantage in cultivating a particularly short feather. When any motion has become a habit it is not altered all in a moment, and on any ordinary day on the tideway, or any rough day up river, a long feather is absolutely necessary.

A very common fault in the feather is for the blade to rise —'cocking the feather' it is called—just before it is dropped into the water. This is most often due to the blade being squared by the lowering of the knuckles instead of by the raising of the wrists. It must be remembered that it is the hands that are to be kept at one level, and not the wrists. When, therefore, the oar is being turned off the feather the wrists must rise slightly and the hands keep their level; for if the knuckles are lowered while the wrists maintain their place the blade is thrown up from the water.

We have now completed the stroke, and, as far as fixed-seat rowing is concerned, noted all its more important points. There only remains—before turning to the sliding-seat—to make some general remarks on matters with which we have not had occasion to deal.

There is one most important factor in good rowing to which no reference has yet been made, and that is 'time.' The great secret of pace in a crew is perfect time, both in the blades and in the work done by the blades. The oars must enter the water and leave it exactly together, and not only so, but they must get pressure on to the water together at the

beginning, and keep that pressure on together right through to the finish. Eight men in a boat do not make a crew; for even though they are good men individually, if they row independently of one another they cannot hope to get any great pace on their boat. A crew that is a crew—that is to say, one which rows with uniformity and well together—will always beat such a combination, provided the physique of the two sets of men is not altogether unequal. Keeping time, however, is a virtue that can only come by practice and experience, and, while urging its importance, we cannot help the beginner to any great extent in acquiring it. He must, of course, try to get the rhythm of the stroke into his head, and, as it were, get the feel of it. In an eight with fixed rowlocks sound will help him, at any rate at the finish (for to be together at the finish is as important as to be together at the beginning); he may listen for the rattle in the rowlocks on the recovery, and as far as possible correct his own time by it.

We have used the word rhythm above without defining it. Rhythm in rowing may be taken to be the proportion in point of time of the swing forward to the swing back. In good rowing the swing forward should always be slower than the swing back; for when a crew is really *rowing*—in other words, laying itself out to work—the bodies of the men must swing back as fast as possible so as to carry the blades through the water as hard as possible; but the swing forward should be steady, in order to let the boat run and to save the men's wind. To the beginner the difference between rowing and paddling may not be quite clear. Twenty years ago paddling was an undiscovered art, but nowadays when a crew goes out the men are not expected to row unless actually told to do so, and for the greater part of the outing they only paddle—that is to say, row in form but without working hard. It is while paddling that the beginner is taught *how* to row. Later on, when the various movements of the stroke have become habitual to him, he is made to do short pieces of rowing, and when rowing it is his duty to row every stroke as hard as he possibly can. In paddling it is

important that he should become accustomed to a swing forward slow in pace as compared with the swing back, but the difference will not be nearly so marked as when he begins to row at a slow stroke, for then the blade must be driven through the water very much faster, while the swing forward should remain about the same as before. Of course as a quicker stroke is adopted there must necessarily be less and less difference between swing forward and swing back, but it is always of the utmost importance that the swing forward should be kept as slow as is reasonably possible, and a 'bucket' avoided—by bucket being meant that undue hurrying forward of the bodies which has already been alluded to as detrimental to pace.

We come now to a more advanced form of rowing—rowing on a sliding-seat. It must not for a moment be supposed that this is a different form of rowing, in the sense that the beginner will have to unlearn or alter anything that he has already learnt. There is not a single principle of fixed-seat rowing that is not also a principle of sliding-seat rowing, and every word we have so far written will apply equally well to the use of a sliding as of a fixed seat. Rowing on a slide, however, is an advanced branch of rowing because, while old principles are retained, a new force, the leg-drive, is brought into use. In treating of fixed-seat rowing we have, it is true, already spoken of a drive with the legs, but this—though the term is sanctioned by common use—is to some extent a misnomer. Of course it is most important to *use* the legs in fixed-seat rowing, and they can, and must, be employed to act as a firm support to the body, so as to make the stretcher, and not the seat, the foundation of the stroke. But the driving movement, pure and simple, by which the legs thrust back the whole body on the sliding-seat is a new and different force. On a slide the stretcher must be the foundation of the stroke in just the same way as on a fixed-seat, and a lift with the body, as though the stretcher were the ground on which the oarsman is standing, is as necessary as ever. But in addition to this, and combined

with this, comes the leg-drive, a simple shove by which the legs straightening out force the seat and the whole body from front-stop to back-stop. In this case—to continue the weight-lifting analogy—it is as though the stretcher were a platform on which the oarsman is crouching, with his legs bent nearly double, his knees in his armpits, and the handle of the oar a weight which he is lifting up from beneath it.

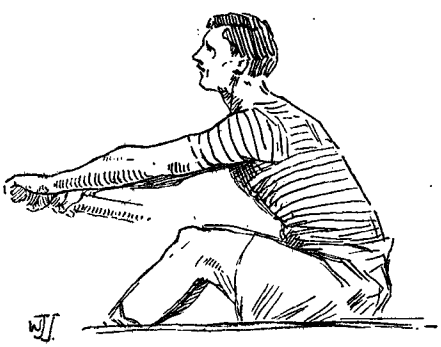
Since the principle of the lift has already been learnt on a fixed-seat, and all that is actually added on a slide is a push with the legs, the full difficulty of the leg-drive may not at first be apparent. Yet it is the secret of first-class oarsmanship, and without exception the most difficult thing to learn in rowing. If the beginner now tries a slide without the assistance of a coach, he will probably enjoy the new sensation immensely, and use his sliding-seat entirely to his own satisfaction but entirely in the wrong way. For though the lift with the body may have been learnt, and the push with the legs is in itself simple, the proper combination of these two movements is a matter of the greatest difficulty. It is of no use to push the slide back leaving the shoulders to follow after, and it is equally useless to lift with the body and try to tack the leg-drive on at the end. The theory—as opposed to the practice—of this combined movement of slide and shoulders is simple enough. In rowing on a fixed-seat the curve made by the shoulders in the air is an arc of a circle with the fixed-seat for its centre ; in rowing on a slide the movement of the shoulders in relation to the seat is the same; but the seat moves as the shoulders move, and the curve of the shoulders in the air is thus part of an ellipse, of which the front and back stops are the foci. The sliding-seat, then, has to move a comparatively short distance while the shoulders move a considerably greater distance. It must therefore move uniformly slower. Thus slide and shoulders, moving at a different pace, must begin and finish together and keep their movement in exact proportion throughout.

This, then, is what the oarsman has to aim at. As he gets

right forward with his feet feeling the stretcher, with body firm, with hands light, he must cover his blade and lift with his body as before directed ; but, as his shoulders move back, his slide must do its smaller due proportion of movement, and as the shoulders swing further back the slide must still move back proportionately, till at one and the same moment the shoulders finish their swing, the hands come into the chest, and the slide is driven home against the back-stop.

This detailed description of the movements of slide and shoulders, however, hardly conveys the idea of the new force added to the stroke by the leg-drive. In rowing (as opposed to paddling) the legs must drive with all their strength from the beginning to the finish of the stroke, and not merely straighten themselves down as the body goes back. It is too often the case with a crew that the bodies seem to draw the legs out after them, rather than the legs propel the bodies. Where most of the additional strain comes, in the use of a slide, is naturally on the back ; for not only has this to sustain the effort of the swing as on a fixed-seat, but it has to do so while the seat itself is being forced backwards. In fact, the body must be knit together so closely, as it were, from shoulders to feet, that it is the lift of the back against the weight of water on the blade that keeps the slide steady and prevents it rushing straight away to the back-stop, whither the legs are trying to propel it. In other words, the swing back of the body must act as a break on the slide, and thus make the leg-work effective. Hence the strain on the back—and consequently the effort required to keep it rigid—is very greatly increased. Previously in this chapter excuse was made to some extent for a round back. It must be admitted that this was meant to apply rather to sliding-seat than to fixed-seat rowing. On a fixed seat the strain on the back is not so great as to make straightness in most cases a matter of undue effort, but on a slide the strain is very much increased, and, to reap the advantage of the leg-drive, the back must be kept firm even at the cost of straightness.

The first and greatest difficulty in combining the work of body and legs is at the beginning of the stroke. The novice will find to start with that he falls into one of two faults—either his slide runs away, as it is called, because, though he thrusts with his legs, his body does not pick up the stroke fast enough to check it; or else he lifts with his body, and his slide remains stationary, because he does not drive with his legs soon enough. It is essential to the effective use of the slide that he should lift and drive at exactly the same moment. The more common fault of the two mentioned is to push with the legs first; and the ineffectiveness of this first

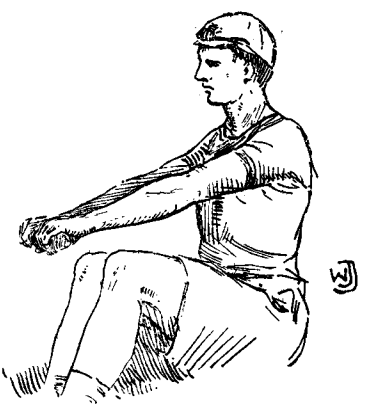


SLIDING TOO SOON

little piece of attempted leg-drive is very evident to the onlooker; for the slide will shoot back a few inches and then stop suddenly as the weight of the water comes against the blade. In this case the first push with the legs has no corresponding effect in the water, for the oarsman leaves his shoulders behind and the blade does not at once get to work. Directly afterwards, when the body swings, and the blade is moving water, a check is put on the rush of the slide. By shooting away his slide in this manner the oarsman is clearly wasting a portion of his leg-drive, and weakening his beginning. He must correct the fault by lifting back his body quicker, thus getting his

weight on to the beginning; at the same time he must be careful to avoid falling into the other extreme of swinging his body and leaving his legs to follow.

At the finish, again, the beginner will assuredly find that at first his slide is against his back-stop long before he has finished his stroke. Legs and body, it cannot be repeated too often, must begin their work together, keep together all through, and finish together. It is often because the slide has been pushed away too quickly at the beginning that it reaches the back-stop too soon—the first fault being the cause of the second;

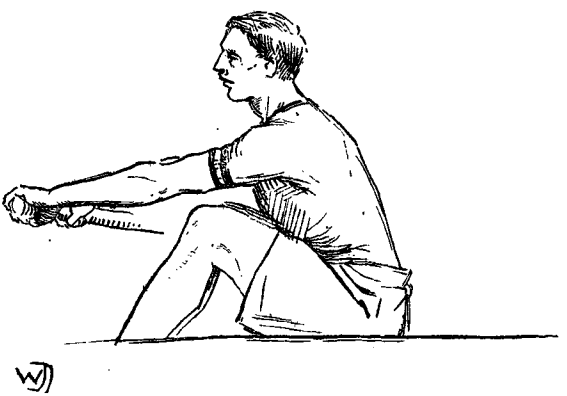


'HOLDING' SLIDE

for unless body and legs are together at the beginning, it is almost impossible that they should be together at the finish. The oarsman can himself quite easily tell whether, in his case, they are together at the finish by noticing whether his hands touch his chest at the exact moment that his slide is driven home against the back-stop. If the two actions are not simultaneous, he may be perfectly certain that he is not making full and proper use of his slide. For if he is against his back-stop before his hands have reached his chest, his leg-work is let off too soon, and he has lost the support of his stretcher at the

finish. A common fault, even when the drive has been rightly begun, is to fail in carrying back the swing of the body proportionately with the movement of the slide, or, in other words, to let the weight down on the seat instead of keeping it on the stretcher. The result of this, too, is that the leg-work is let off too soon, as shown by the slide being back before the hands are rowed home. At the finish of the stroke the knees should be flattened down, but in the first instance the stretcher must have been so adjusted that at this point the back-stop can be felt as a support to the slide.

We have now explained leg-drive, by which we mean that

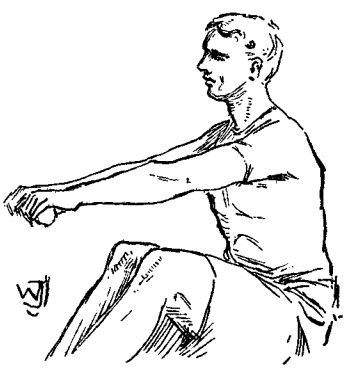


SLIDE AND SWING TOGETHER

proper combination of leg and body work which conduces to the right use of a sliding-seat, thereby adding great length and strength to the stroke. We have further tried to point out how this art of driving with the legs may be attained; but, at the same time, are fully conscious that no amount of explanation or comment can teach it. Only long and patient practice, under competent coaching, can do this. A man may be a useful oar, and may have rowed in crews of fair class, without ever acquiring real leg-drive. One day it will probably come to him quite unexpectedly, and he will realise for the first time what a

difference it makes to the power, and, at the same time, to the ease of the stroke.

The swing-forward on a slide yet remains to be dealt with. The chief point to be remembered about it is that, instead of shoulders and slide beginning their movement together, as in the case of the swing-back, the movement of the shoulders must precede that of the slide. For if the two move simultaneously, the legs, supported by the straps, are being used to draw up the slide as the body begins its swing. This, however, is needless exertion, whereas the main object in view in recovery and swing-forward is saving of strength. The legs, therefore,



SLIDING SEAT : THE SWING FORWARD

should be used as little as possible in drawing up the body, and the slide must be carried forward simply by the momentum of the body-swing. A sharp recovery, by the aid of wrist and forearm, as before directed, will start the shoulders in their forward movement (the slide remaining stationary), and as the swing passes the perpendicular the weight of the body coming forward will of itself begin to carry up the slide. From this point the slide must move up evenly and naturally with the body until, at the exact moment when the swing is complete, and the blade is dropping into the water, it is against the front-stop. In recovery, then, on a sliding-seat, great care must be taken to keep the

knees down and the slide against the back-stop until the swing has been started. When the body has passed the perpendicular then the slide may follow it forward. At first this restraint on the slide may prove to the beginner a matter of difficulty and effort, but before long it will seem quite natural for the body to make the start and carry the seat up after it.

In dealing with the recovery, in the early part of this chapter, we spoke of the necessity of getting the hands at once clear of the knees. This necessity is even greater on a sliding-seat, where the knees rise up as the slide moves forward, and are more than ever liable to get in the way of slow hands. Indeed, an additional reason for keeping the slide back until the body has fairly started its swing is to prevent the knees thus rising and catching the knuckles.

On minor points of sliding-seat rowing it would be possible to add comments *ad infinitum*, but without practical illustration they would only prove confusing. The beginner will doubtless find in practice difficulties innumerable that it has been impossible here to forecast and explain away. But we do not pretend for a moment to have given anything approaching to complete instruction in rowing. Volumes of printed matter would not do this; for no amount of theory will ever spell practice. In rowing, as in everything else, theory must be supplemented by practice, and, in turn, practice by theory. For even where the 'how' and the 'why' of a thing are clear to the mind, the actual doing of it is a very different matter, and the chief difficulty will always be found in translating comprehension into action. Any knowledge of rowing, therefore, that may have been gained from a perusal of this chapter can only be made effective by practice under a competent coach. From first to last a coach is absolutely necessary, for, unfortunately, no man can see himself row. Many a one, no doubt, if he were granted this beatific vision, would be not a little shocked by the contrast between his rowing as he imagines it and his rowing as it is.

CHAPTER III

SCULLING

THE beginner who has carefully studied the principles of rowing laid down in the preceding chapter, and has by means of a considerable amount of assiduous practice rendered himself more or less proficient with the oar, has arrived at a stage at which he may reasonably attack the difficulties of sculling. It is to such men that the hints on the rudiments of sculling contained in this chapter are addressed, rather than to absolute beginners who have never sat in a boat.

To the would-be sculler who has never yet attempted to propel a boat the advice may be given that he should learn to row to a certain extent before he begins to scull. There are several reasons why this is advisable. A man is naturally awkward when he gets into a boat for the first time, and as two sculls are more difficult to manipulate than one oar, it is preferable that he should begin with the latter, and so overcome the lesser difficulty before he attempts to master the greater. Again, good sculling requires infinitely more dexterity than good rowing—that is to say, a good sculler must have all the attributes of a good oar, and in addition to them several other qualifications which, although useful, are not absolutely necessary in rowing. He must, for instance, have complete power of sitting or balancing his boat; he must have greater neatness and quickness of wrist—all, in fact, that goes to make up what is known as watermanship.

The general outlines of the motions through which the body must go are the same in sculling as in rowing. All that has

been said with regard to rowing about swing, reach, steadiness in coming forward, combination of leg and body work, and quickness of hands applies equally to sculling. There are, however, as has been said, some additional difficulties which the sculler has to get over, but which do not bother the rower, and it is the aim of this chapter to point them out and to help the novice to overcome them.

Let us assume, then, that a beginner who has mastered the first principles of plying the oar wishes to scull. He should

SCULLING RACE, WITH PILOTS IN EIGHT-OARS

select for purposes of practice a steady, fixed-seat, in-rigged gig. He should not make his first attempt in a racing boat, nor in an outrigged 'whiff,' neither should he use a sliding-seat; for if he were to do so, the difficulties of sitting his boat and of sliding properly would be so great that they would take up his whole attention, and probably make it impossible for him duly to devote himself to the correct manipulation of his sculls. Under such circumstances as these he might in a few days acquire

clumsy habits which it would take months to eradicate. Having secured his fixed-seat gig, he must be careful to sit exactly in the middle of the seat and to see also that he is exactly opposite his heels, i.e. that his heels meet exactly over the keel. The sculls must be well balanced and of precisely the same size and weight. The handles should overlap one another by about five inches, and the sculler should be able to reach right forward without their 'locking,' i.e. becoming jammed in the rowlocks.

The position in which he will find himself, and the motions which he will have to go through in sculling, differ from those of rowing in several respects. When he takes his seat in the boat one hand will be above the other, owing to the fact that the handles of the sculls are, as mentioned above, so long as to overlap. It is immaterial which hand is kept uppermost, but a beginner should make up his mind at the outset which hand he is going to row over the other, and should adhere to that decision. Nothing is more fatal to an inexperienced waterman, or indeed to anyone, than the uncertainty caused by changing the relative position of the hands.

As the body comes forward the hands will, of course, separate, so that when the extreme point of the swing-forward is reached they are wide apart. Great care must be taken to swing absolutely straight, to keep both shoulders in position, and both arms straight, so that one scull may not take the water at an angle more acute to the line in which the boat is travelling than the other, and so drive her out of her proper course.

When the body has been swung forward to its full extent, the hands must be raised and both blades covered simultaneously. The 'beginning,' although it need not be driven hard as in rowing, must take place the instant the blades are covered, and the weight must be lifted up firmly from the stretcher by the legs and back at the same time. The pressure should be gradually increased, so that the full force is being applied after the first quarter of the stroke. The last part of the stroke should be 'held out long and firm.' Nearly all

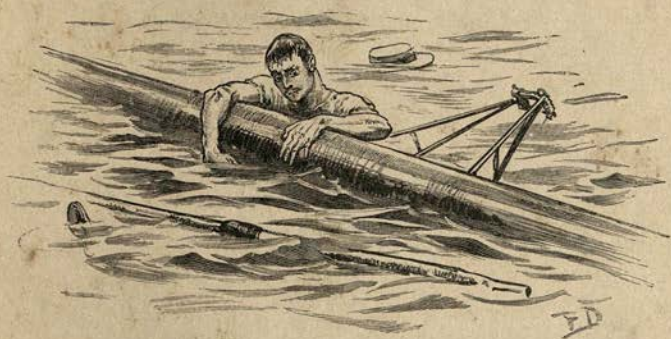
modern scullers apply their power in this way, and not with the uniform drive which is taught in rowing; the reason being that with the length of leverage at present used in sculling boats the sculls are at a much more acute angle to the direction in which the boat is travelling, both at the beginning of the stroke and at the finish; and thus a hard drive at the beginning would merely pinch the boat, while a really hard drive at the finish would press the rowlocks outwards instead of driving her forward. We will not, however, make a digression here to discuss this point, as the question of leverage in sculling boats is argued at some length at the end of this chapter.

Let us return to the details of the stroke in sculling. As the body swings back, the hands come together, one passing over the other exactly at the moment when the sculls are at right angles to the boat—that is, at the most effective moment in the stroke. As the swing-back continues the hands separate and are drawn past the ribs. The longer the finish the farther apart are the hands, and there is thus a tendency to turn the elbows out at the end of the stroke. It is inevitable that the elbows should be turned out in sculling to a certain extent, but it should be avoided as much as possible, for the closer the elbows are to the sides the easier will it be to shoot the hands away at the finish.

During the last part of the stroke the body should be allowed just to start its swing forward, and thus in a slight degree to meet the sculls. This motion in a light boat avoids burying her head at the finish of the stroke, and does not shorten the stroke in the same way as meeting the oar in rowing; for in the one case the handles of the sculls are past the ribs, while in the other the handle of the oar is, or should be, against the chest. At the finish the wrists must be dropped simultaneously, so that both blades may leave the water at precisely the same instant; they must be turned and shot away, and the body swung forward well in advance of the slide, just in the same manner as in rowing.

When the beginner has got accustomed to the various

motions in a gig—say, after a fortnight or ten days of assiduous practice—he may try his luck in a lighter craft, such as a clinker-built outrigged 'whiff,' and so to a certain extent overcome the difficulties of sitting or balancing before he ventures into a racing-boat. However careful he has been in heavier boats to get the work of his sculls exactly together, and however much he may flatter himself that he has mastered the art of watermanship, his first attempt in a light racing-boat will result in the damping of his ardour, even if it does not end in the damping of his skin. To the would-be sculler who is about to get into a racing-boat for the first time we give this advice:



MAKE YOUR FIRST ATTEMPT IN SUMMER

First, don't strap your feet in too tightly, as you may find it difficult to get them out if you have to swim for it. Secondly, hold on to both sculls and don't let go, as you will thus considerably lessen the probability of an upset. Thirdly, take very short strokes at first; you can reach out further as you gain confidence. Fourthly, if you give a big lurch and think that a spill is imminent, stop sculling, try to put your blades flat on the water, and to get the handles of your sculls as near to one another as possible. Fifthly, make your first attempt in the summer, when the water is warm and pleasant to swim in. Sixthly, if you upset in the Cam, send your clothes to the wash.

When he has learnt to manipulate his sculls with comparative ease, and to sit his boat steadily and fearlessly, the beginner has got over the initial difficulties of sculling. It may safely be said, however, that to reach the stage in sculling at which high-class form can reasonably be even attempted requires more practice than almost any other branch of athletics. A sculler who desires to acquire that amount of pace which is necessary if he hopes to win races must pay attention to the following points. He must be absolutely at home in his racing-boat, and must sit her just as easily and comfortably as he would sit a heavy tub. He must get the work of his two sculls precisely together, i.e. both sculls must take the water at the same instant, both blades must be just covered and no more, both must do exactly the same amount of work, and both must leave the water at the same moment. If one scull takes the water before the other, is immersed deeper, works harder, or leaves it later, the boat will not travel absolutely straight during the stroke—a fact which will not only diminish her pace by giving her a longer distance to travel, but will also entail extra exertion on the sculler during his next stroke to get her straight again. All this can only be acquired by constant practice. The man who aspires to the highest honours in sculling should, so to speak, live in his boat. He should devote all the time that he can spare exclusively to sculling, and should give up rowing for the time being. It is practice, and only practice, which makes the professional sculler as a general rule superior to the amateur. Very many professionals of the present day are poor scullers, inasmuch as they by no means use their strength to the best advantage; and yet they can easily scull away from nearly every amateur, although the latter may be their superiors in strength and body form. The reason of this is that the professional has devoted himself to his business for years, while the amateur has, perhaps, only been out once a day for a few weeks.

Another advantage which is gained more by practice than anything else is the smoothness and ease which are conspicuous

in the sculling of nearly every professional. A hard smack at the beginning—that is to say, a sharp raising up of the shoulders which lifts the boat out of the water—and a 'hoick' with the arms which buries her nose at the finish, are fatal faults in sculling. The perfect sculler drops his sculls into the water at the beginning of the stroke without any splash, and appears to coax or 'oil' his boat along the top of the water rather than to drive her through it, increasing the pressure as his sculls come to the most effective point in the stroke (i.e. at right angles to the boat) and holding the finish out long and firm from the stretcher without the slightest suspicion of a 'hoick' with the arms, so that the blades leave the water quite cleanly without a splash.

There is one more point to which the attention of the beginner may be directed. It is even more important in sculling than in rowing to get the hands away with all possible rapidity, and the arms straight immediately after the conclusion of the stroke. It is not until the hands are well clear of the knees that the sculler has complete control over the balance of the boat, and as the hands are drawn farther back at the end of the stroke in sculling than in rowing, they have further to go on the recovery to clear the knees. They must, therefore, be got clear as quickly as possible; but in this as in every other part of the stroke, there must be no sudden jerk that might shake the boat and stop her way. It must be accomplished like the beginning and finish, smoothly and easily.

Many amateur scullers are led away into faults by watching and imitating professionals. It is true, as we have said, that as a rule the best professionals of the day are considerably faster than the best amateurs, but their superiority in pace is due to constant practice, and not to any of the ugly and often grotesque tricks which most of them have acquired. No two professionals scull in anything approaching the same style, and it cannot therefore be said that there is an ideal professional style which is faster than the ideal amateur style, and which it will pay to imitate.

There is, however, one trick which is common to nearly all professionals—namely, that of kicking away the slide at the beginning of the stroke. This fault is due to the 'rig' which is generally accepted as correct in sculling boats. It may be asserted without much fear of contradiction that the rig of nearly all modern sculling boats is, except for a very small man, incompatible with the best and fullest application of the sculler's strength.

The following are the arguments upon which this somewhat bold statement is based. In old fixed-seat days, when, as we are told, scullers, both amateur and professional, performed in style far more nearly approaching the ideal than they do now, the sculls measured about 2 ft. 7 in. from button to handle (each scull, as at present, extending about $2\frac{1}{2}$ in. over the centre of the boat, the overlap being about 5 in.); that is to say, the span from rowlock to rowlock was 4 ft. 9 in.

With these measurements, by reaching out to the full extent on a fixed-seat, a sculler of average reach was able to take the water at such an angle to the boat that he could, without pinching her, get a firm beginning, and carry the stroke right through with a more or less firm and even pressure; the sculls leaving the water at such an angle that they were still driving the boat along at the finish without pressing the rowlocks outward to any excessive extent.

On the introduction of sliding-seats the reach of the arms forward (i.e. towards the stern) was made considerably longer, and the stroke was also extended at the finish. But in spite of this lengthening of the reach *the measurement of the span from rowlock to rowlock remained unaltered.*

Let us consider for a moment the effect that this lengthening of the reach without altering the measurement of the span has had upon the angle at which the sculls take the water. It is obvious that the sculls now both take the water and leave it at an angle far more acute to the direction in which the boat is travelling than they did formerly, with the result that, if a sculler of average size attempts to bring the stroke firmly

through in one sweep at uniform pressure, he wastes his strength in pinching the boat at the beginning and in pressing the rowlocks outward at the finish. There must be a correct angle at which the sculls ought to take the water, and a correct angle at which they ought to leave it. If the old time fixed-seat scullers got this angle correct (and it may be assumed that they did so), then the modern sliding-seat sculler has got it incorrect.

It is possible to overrate the value of theory in rowing and sculling, but it is also possible to underrate it. As a rule the professional sculler does not give the theoretical side of the question a moment's consideration. He is probably quite a youngster when he starts sculling, and takes his boat just as

'PUMPED OUT

he finds it. It is only natural, then, that he should allow his body to go through those motions which he finds most conducive to pace over any considerable distance with the boat and sculls provided for him. If he lifts his weight up at once from the stretcher and drives hard at the beginning, he finds that, owing to the angle at which his sculls take the water, the resistance is so great that his back gives before he has gone a quarter of a mile, and that he 'pinches' his boat at the beginning sufficiently to impede her pace. Therefore, during the first part of the stroke, he leaves his weight on the seat,

and merely shoves at the beginning with his legs, which are not so likely to give under the strain as his back. When his sculls have arrived at an angle at which they are really propelling the boat, and not merely pinching her, he lifts up his body and works hard during the middle of the stroke; at the finish he lets off the real work of body and legs, and simply holds it out long with his arms.

This difficulty has to a certain extent been got over, as far as the pinching of the boat at the beginning is concerned, by so arranging the respective positions of slide and rowlock that the sculler does not slide up so close to his work; but this is only a partial cure, for the less acute the angle at which the sculls take the water is made by this means, the more acute becomes the angle at which they leave the water.

There is, in our opinion, only one solution to this difficulty, and that is to lengthen the span. This principle was recognised as the correct one in rowing on the introduction of the sliding-seats (i.e. the measurement from seat to thowl is considerably longer now than it was in fixed-seat days), and we fail to see why it has not been followed in sculling.

Two instances can be given in which this experiment of increasing the span measurement has been tried. Mr. C. B. Lawes, who a few years ago used to take his exercise regularly in a sculling boat at Putney, had a boat constructed with a span of 5 ft. 2 in., and several professionals have assured the writer that the pace he got out of his boat was marvellous for a man of his age. Mr. Howell, who competed for the Diamond Sculls at Henley Regatta in 1897, having a very long reach, felt that he pinched his boat even more than did most scullers. He tried longer riggers (5 ft. span), and not improbably one may partly attribute his pace to the fact that he had a better-rigged boat than most of his opponents.

There has only been one amateur sculler of recent years who has sculled with a firm combination of leg and body work from the beginning of the stroke to the finish without kicking his slide away, and that one is Mr. Guy Nickalls.

The successes of Mr. Nickalls, however, do not constitute an argument against the plea for a longer span, for his strength is so great that any remark as to strain at the beginning which would make an ordinary man's back give in the first quarter of a mile does not apply to him.

These comments are not intended to convey the implication that good amateur sculling is at the present moment a lost art. There are, it is true, some critics of the old school who assert that this is so. But surely it is idle to make such a statement of a generation which can boast of a Gardner, a Guinness, and a Guy Nickalls. Taking into consideration, however, the immense advantage which is undoubtedly afforded by sliding-seats, the average sculler of to-day seems to get less pace out of his boat than did his predecessor of thirty years ago ; and those unsightly scullers who may now be seen wriggling along with curved backs, shuffling seats, and projecting elbows, would travel very much faster if they rigged their boats in accordance with the elementary principles of mechanics, and tried to acquire that long sweeping stroke and graceful style which made such men as Casamajor and Harry Kelley famous.

CHAPTER IV

MODERN OARSMANSHIP

MANY of those who have little or no knowledge of oarsmanship imagine that there are several different styles, or ways, of rowing. Thus, the Oxford and Cambridge 'styles' are often spoken of as though at Oxford and Cambridge opposite methods were in vogue, and opposite theories had adherents. Of course this is not so. There is only one true style in this sense, and the difference between the rowing of an Oxford and a Cambridge crew lies in the respective points in which each falls short of a common ideal.

Nor is this ideal solely English. All foreign rowing has sprung in the first place from England, and although certain variations from the original style have usually crept in, making the form of foreign crews curious to our eyes, nothing new in the way of theory is advocated. It is still the aim of foreign oarsmen to cultivate directly the English style. Enthusiasts all over the world write to prominent 'coaches' and rowing men in England to gain instruction in our principles of oarsmanship, and foreign and American crews at times come to Henley rather with the idea of correcting their own style than of proving its superiority. Thus the two best known American Universities, Yale and Harvard, have of late been striving to acquire the English 'stroke,' as they term it; the one recently sent their coach and crew to Henley for the purpose, the other put themselves unreservedly into the hands of one of the best of English coaches. It is not too much to claim that at present no style is openly upheld in opposition to the theory of English rowing.

While maintaining that there is only one true style of rowing, it must be admitted that even in England one crew seldom rows exactly like another; for similar principles do not, in practice, necessarily produce similar results. A coach will usually pay more attention to some points of form than to others, either through a special capability to instruct in those points, or a belief in their particular importance. As a result, a crew often cultivates certain points of form in comparative disregard of others. In exactly the same way the individual oarsman, either through natural ability or guided by his own judgment, will develop his style in some points rather than in others. It is proposed here to deal with these individualities, as it were, of style, as exemplified, in the first place, in the rowing of various crews of recent years; in the second place, in that of some of the best modern oarsmen.

The chief influence that has caused some alteration in the form of modern rowing is the sliding-seat. On the fixed-seat rowing is exactly what it was thirty or forty years ago. But with the adoption of the slide—first used in the University Boat Race in 1873—a new force was introduced that has brought about a certain development in style. In the early years of the slide the methods of using it must have been of rather an experimental order, and it is probably only during the last dozen years or so that the additional power which may be given to the stroke by the leg-drive has become thoroughly understood. At first only a very short slide was used, and the swing of the body still did by far the greater part of the work. With the adoption, however, of the long slide—of 14 inches or more—real leg-work, as we understand it now, came into play. Swing remained as important as ever, but leg-drive became a matter of equal importance.

In University rowing, Cambridge was the first to make the best use of the long slide. During the eighties, and especially at the end of them, the chief characteristic of Cambridge crews was good leg-work, whereas Oxford eights, while maintaining their traditional smartness and swing, failed as a whole in this

respect. The Cambridge crew of 1888 has the reputation of being the best Cambridge eight of modern years; and its especial excellence was good sliding and consequent power of leg-work. The same men, rowing in identically the same order, represented Cambridge again in 1889, and again showed great power and pace, though they were hardly as good a crew as in the previous year. In 1890 Cambridge met with her first reverse after four successive victories, but the Cambridge leg-work was still superior to that of Oxford; indeed, the sliding of this eight (the fifth and last of the series in which Mr. S. D. Muttlebury rowed) was excellent, certainly better than that of any subsequent Cambridge crew up to the time of writing. The reason of their defeat was that in body form and swing they were inferior to Oxford, and though they led by a length at Hammersmith, the longer swing of the Oxonians told against their opponents in the strong head-wind and in the rough water that followed.

During the period of Cambridge successes, with the improvement in leg-work there was to some extent a falling off in body form. Sliding came to be regarded, somewhat naturally, as the one thing needful, and a gradual indifference to other points set in. This led to the unfortunate disagreement that arose recently at Cambridge on the question of style. In the days of defeat the supporters of the old-fashioned style rose up against those who were in favour of the new-fashioned style—with the result that, on the one hand, work was advocated with a general disregard for the niceties of form; on the other form, without much regard for length and leg-drive. Trinity Hall crews of late years have maintained their traditions for hard and plucky rowing, but have shown a fine contempt for anything approaching to smartness. First Trinity crews have displayed an admirable uniformity and neatness, but have combined with these an excessive stiffness of movement and a certain want of length and sound leg-drive. That there is a happy mean between these two extremes of style should be obvious. Because a crew has some good points,

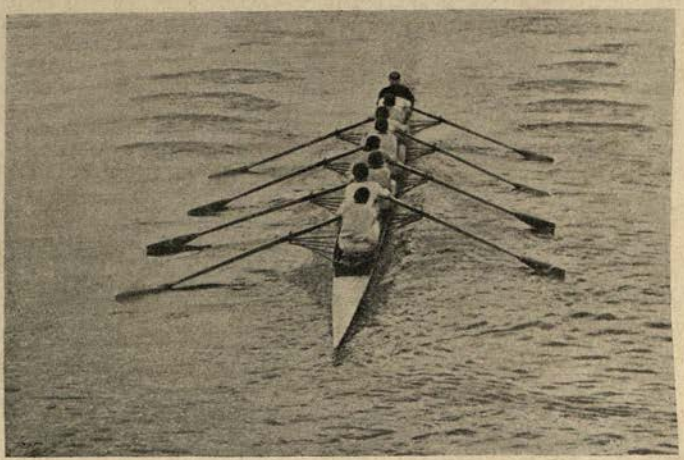
and attains, therefore, some degree of pace, it does not follow that it has no bad ones; and there can be little doubt that the 'Hall' rowing of the present day (1898) would be as much improved by greater attention to body form as would that of First Trinity by greater freedom of movement, length, and leg-drive.

With the appointment of a President who is committed to neither of the extreme parties, and of an Oxford coach, there should be an end to a great deal of the friction that has been exerting such an evil influence on Cambridge rowing. Whether or not it will promptly reverse matters in the Boat Race remains (at the time of writing) to be seen. That the mere fact of one University winning the race eight times running requires an elaborate explanation is open to doubt; especially where victory has been so hardly won as in several of these recent races. Toss a coin and it will often fall heads or tails, as the case may be, eight times in succession. A run of eight on *rouge* or *noir* is quite an ordinary occurrence, and on the theory of chances, therefore, there is nothing very remarkable about eight successive wins for either side in the Boat Race. That the run of Oxford victories necessarily implies either the decadence of Cambridge rowing, or the unsuitability of the Cambridge river for practising purposes, is a ridiculous assumption. The Cam may be unsavoury and somewhat gelatinous, but it has been the practice-ground of any number of winning crews in the past, and will be again in the future. Of course the luck must change sooner or later; and to this end a step that will promote internal agreement and induce greater uniformity of style will naturally be of the best possible assistance.

To turn to Oxford rowing, it has already been said that sliding, and consequently leg-work, has been very much improved during the last eight years; and not only has this been so in the University eight, but throughout the college crews. Nor can it be said that this has been done at the expense of body form. It is true that body form on a long slide is necessarily of a less stiff and starched character than is practicable on a fixed seat or even on a short slide. The *laudator temporis*

acti may take exception to present-day style, and bemoan the years when rowing was rowing, and its first principle was a straight back. Nowadays backs are less extravagantly straight, but at Oxford, at any rate, form is in other respects much what it used to be ; and to get a sharp beginning, to swing long, to row the shoulders back at the finish, and to recover smartly, are as much as ever axioms of Oxford style.

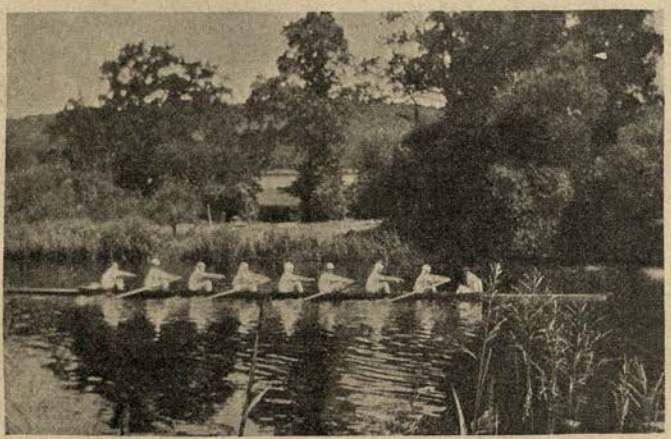
In the writer's opinion it would be difficult to find two crews whose form for long-slide rowing was better than that of



THE OXFORD CREW, 1897
(*Taken from Henley Bridge*)

the Oxford University Eight of 1897 and the New College Eight that won the Grand Challenge Cup at Henley in the same year. A week before the Boat Race, at the time when the Oxford 1897 crew were at their best, they combined wonderful power of leg-work with a fine swing and fair body form. It is true that one or two of the men were anything but neat, but the majority showed form much above the average, and as a whole the body work was uniform and reasonably

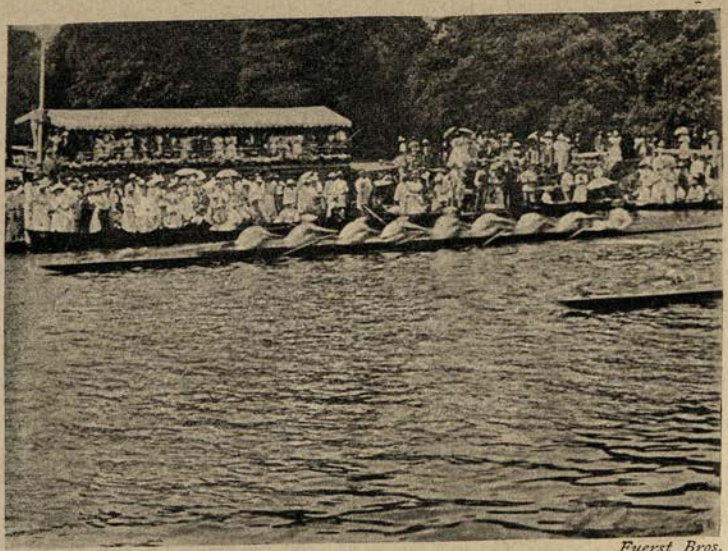
good. The sliding was excellent throughout, and at the period referred to there was a dash and vigour about the rowing that was quite extraordinary. During the last week of practice the crew seemed to lose some of this dash, and though they won easily, they hardly showed up so well in the race as they had done previously. The New College 'Grand' Eight was of a rather different type. The physique of the men was less remarkable, and the character of their rowing smoother and



NEW COLLEGE EIGHT AT HENLEY, 1897, ROWING 'A MINUTE'

easier. What struck one about the University eight was the force of their leg-drive and the vigour of their work. What struck one about New College was their length in the water—especially at the end of the stroke—combined with very accurate sliding. Their leg-work was very good and they kept it well on to the finish. It was this extra length of drive that enabled them in the final of the 'Grand,' while rowing a slower stroke all over, to hold a fine Leander crew, and to win a magnificent race by two feet.

In illustration of the rowing of two first-class crews at top

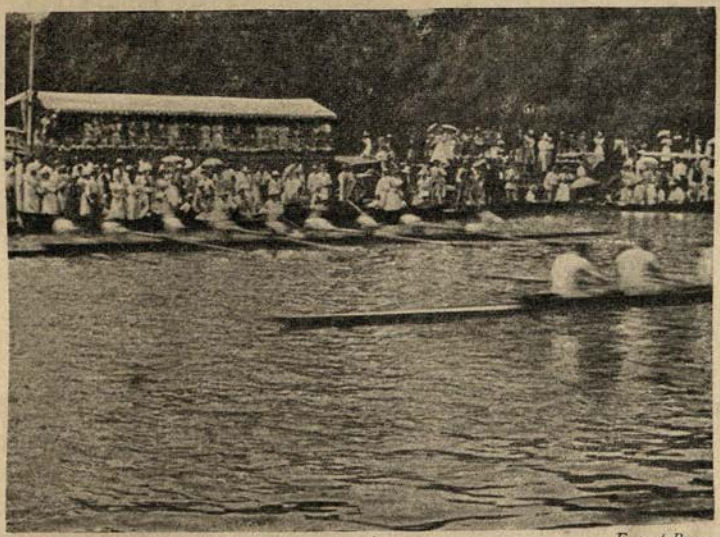


Fuerst Bros.

NEW COLLEGE RIGHT FORWARD

Fuerst Bros.

NEW COLLEGE HALF-WAY THROUGH STROKE



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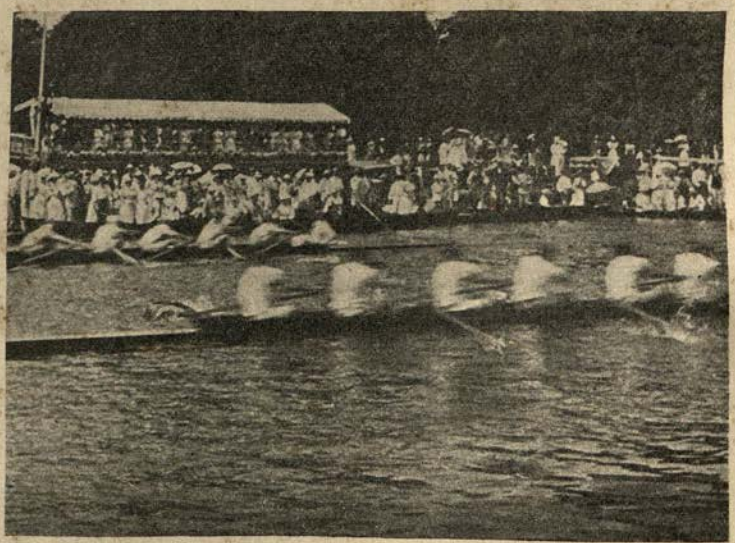
NEW COLLEGE AT THE FINISH

pressure, we show here some pictures obtained from a cinématograph representation of this Grand Challenge Cup contest that was recently given at the Alhambra. The race was taken from the Grand Stand enclosure, a few lengths off the finish, and the form displayed by both crews must under the circumstances be admitted to be remarkably good. The pictures given have been much enlarged from the originals, and are, therefore, not particularly sharp, but they show adequately the positions of the bodies, and the work of the blades. The New College crew are represented in three positions—at the beginning, middle, and finish of the (same) stroke. Leander are shown half-way through one stroke, swinging out on to the next, and getting hold of the water. In no case, it may be interesting to note, are two positions obtained from consecutive pictures on the cinématograph film, each being separated from the previous one by a number of pictures (varying from one to eight) showing intermediate positions.

Neither Cambridge nor any Metropolitan Club has, during the last few years, produced an eight that can be compared with any of the three mentioned. The best recent Cambridge crew was probably the Trinity Hall Eight that won 'The Grand' in 1895; the next best the Cambridge University Eight of 1896. But though good crews, neither was quite in the first flight. The 'Hall' Eight beat Cornell and won the Grand in a rather poor year, after a very fine race in the final with New College. The Cambridge 1896 crew was beaten after a tremendous struggle by an Oxford Eight that was certainly inferior to that of the following year. Both the Cambridge crews referred to were powerful and worked hard, but had noticeable shortcomings both in sliding and body form.

Since 1891, when Leander beat Thames and London, after very fine racing, for 'the Grand,' Metropolitan rowing has greatly deteriorated. With the exception of a Thames four



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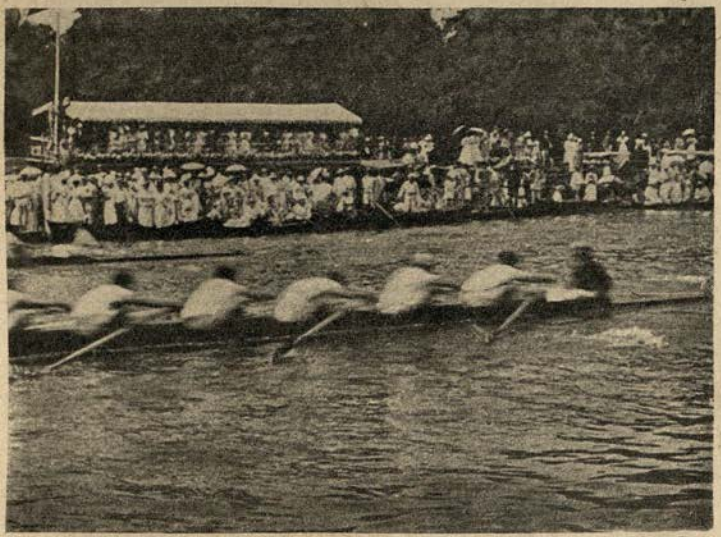
NEW COLLEGE GETTING HOLD OF THE WATER: LEANDER HALF-WAY THROUGH STROKE



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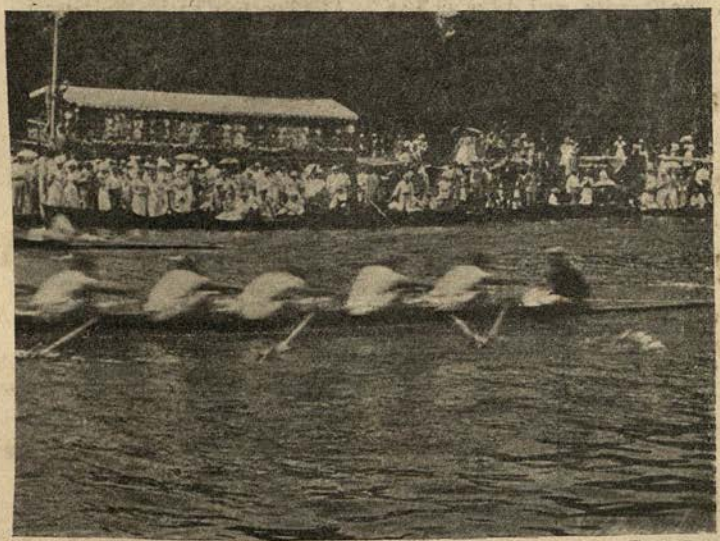
LEANDER, RIGHT FORWARD



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LEANDER GETTING HOLD OF THE WATER

that won the Stewards' in 1894, and of a London four—of which stroke and three were well-known Oxford oarsmen—no Metropolitan crew won an open event at Henley in the eight years prior to 1898. With regard to Metropolitan style, it cannot be held now, whatever may once have been the case, that it has any peculiar character of its own. The Thames crews that won 'The Grand' in 1888 and 1889 had a fair swing and a fine leg-drive, their finish being especially long and strong. The London crew that won the Grand in 1890 showed good all-round form. In 1891 both clubs had strong eights, though both were beaten in the 'Grand.' Since then there has been a great falling away, and Metropolitan eights, at any rate, have been of little account.

To turn to foreign crews, though their theory of rowing is generally much the same as ours, in practice their style has developed somewhat differently. Almost invariably they hurry forward after their hands, swing short, and hang. Often, on the other hand, they are very well together, row with great uniformity, and drive well with their legs. Usually they row a very fast stroke. As has been said, the origin of their rowing is in almost all cases English, but they have put it in practice in the first instance chiefly from written formulæ. A coach who has not seen English rowing for many years forgets what a really long swing looks like, and becomes blind to hang and to the spectacle of bodies hurrying after the hands. A foreign crew therefore—and as foreigners in this sense we include Americans and Colonials—will often come to Henley under the impression that they have a long swing, when, according to our ideas, they have no swing at all. Before the Yale crew of 1895 came over, for instance, they were reported to swing well and row a long stroke. Compared with the Cornell eight of the previous year, this was perhaps true; but, according to our notions, their swing was very insufficient, and for shortness they were comparable only with Cornell. Both Yale and Cornell hurried the first part of the swing forward—in the case of Cornell slide forward would be a more accurate term, for no

one could accuse them of swing—and appeared to hang badly over their stretchers. We say 'appeared' because it is possible that the hang was more apparent than real, the appearance being due in part to the fact that, after hurrying most of the way forward, the bodies slowed down suddenly at the last. This same extenuation may be urged on behalf of many other foreign crews: for it is a curious fact that almost all foreign crews develop precisely these same characteristics.

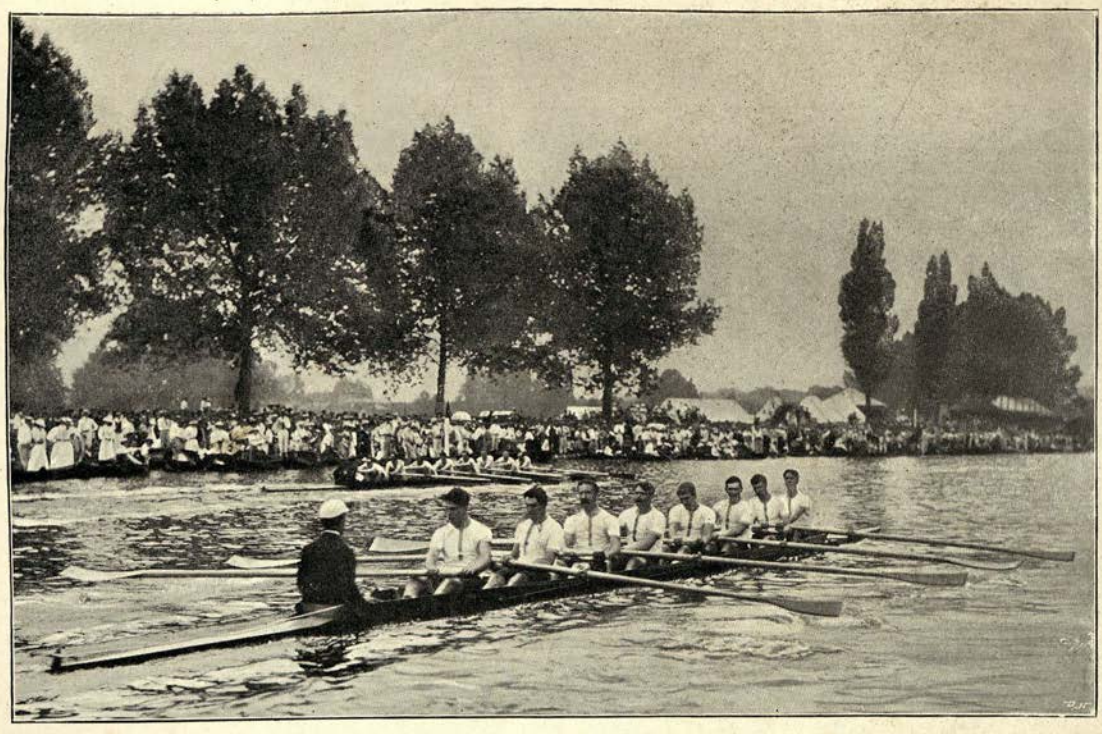
To come to particular instances of foreign crews, Cornell, Yale, four Dutch crews, two French, and two Canadian rowed at Henley in 1895, 1896, and 1897. Prior to 1895 a foreign entry was a very rare event, only three foreign crews having come to Henley during the previous ten years—a Berlin four in 1886, and a French eight and four in 1893. The year 1895, however, was one of foreign invasion, Cornell entering for the Grand, Dutch and French clubs for the Thames, and a Canadian four for the Stewards'. In 1896 Yale followed the lead of Cornell and competed in the Grand, and a French crew entered for the Thames. In 1897 Dutch crews competed in the Grand, Thames, and Stewards', and a Canadian four also in the Stewards'. Racing at Henley is thus becoming of a thoroughly international character, and the representation of foreign clubs is a new fashion that bids fair to grow well established.

With regard to Cornell the difficulty, with our ideas of style, is to understand why they went as fast as they did. The fact probably is that we are apt to under-rate all foreign crews, and because, according to our notions, they commit one or two flagrant breaches of good rowing, to overlook their good points. From their appearance few would have suspected that Cornell could have made any race at all against even an average English crew; but their times to Fawley soon showed that they had pace, if not staying power. They rowed a very fast stroke —nearly fifty—but so short that the only wonder seemed to be why they did not row faster. They had not the smallest pretence to body-swing, the force of their stroke being due solely

to the piston-like action of the legs, the bodies throughout remaining practically upright. As has been said, they hurried forward and appeared to hang over their stretchers. On the other hand, they rowed with uniformity and well together, and the work they did get on was strong and effective, coming right opposite the rigger. The fast times they had done in practice had proved that they were by no means to be despised, and after the unfortunate mistake through which they left Leander at the start on the first day, there was great excitement over their meeting with Trinity Hall. To Fawley, as had been expected, they proved themselves the faster crew; but they were rowed down near the finish after a hard race.

In the next year, 1896, Yale, following Cornell's example, entered for the Grand, and in due course appeared at Henley. From the reports that had preceded them from America, it was understood that they rowed a long stroke, quite different from that of Cornell. Compared with English crews, however, they were still ridiculously short. They, too, rowed in uniform style (with the inevitable hurry forward and apparent hang), and to some extent, though very slightly, they swung their bodies. They certainly looked a better crew than Cornell, but it is doubtful if they were as fast. The natural explanation of this is that their stroke, if slightly longer, was very much slower than that of Cornell; while towards the end of their practice they openly professed to be attempting the English style—an eleventh-hour change of policy that was not likely to prove successful. In the race they were opposed by an eight of decidedly good class, better certainly than that which defeated Cornell in the previous year, and were easily beaten.

With regard to both Yale and Cornell, a peculiarity worth noticing is that their sliding was so arranged that the men rowed uphill, as it were, the slides coming forward down an incline and having to be pushed back up it. This, one would think, must have helped to accelerate the pace of the bodies coming forward (a respect in which speed can never have



THE YALE CREW OF 1896 IN THEIR RACE AGAINST LEANDER FOR THE GRAND

presented the slightest difficulty), while it must have added to the labour of the return journey, when, in addition to the work of driving the blades through the water, the weight of the bodies had to be pushed up to the summit of the incline. Of course the actual slope of the thwarts was very slight, and can have made little practical difference; but it is difficult to conceive what useful purpose could be served by such an arrangement. Another curious American trick, very marked in the case of Cornell, was the practice of turning the blades, when in the air, nearly over, back side uppermost, and pressing them down thus into the water at the beginning of the stroke, instead of dropping them in square. The presumable object of this, and certainly the result, was to lift the boat at the beginning of the stroke instead of driving her through the water.

There is reason to believe, however, that these and other American eccentricities displayed at Henley have since been either modified or altogether discarded. Both Cornell and Yale, as well as Harvard, have apparently come to the conclusion that in rowing America has still something to learn from England. At any rate, it is the present fashion with all three Universities to copy the English style, and according to Mr. R. C. Lehmann (who has acted recently as the Harvard coach) both Cornell and Yale, as well as his own crew, rowed a very much longer and slower stroke in their last race (1897) than had been their previous custom.

As a whole the style of these two American crews, as they rowed at Henley, showed greater uniformity, and appeared to have been more carefully moulded, than that of any of the other foreign crews that have come over, with two exceptions. These were the Amsterdam eight that won the Thames Cup in 1895, and the Toronto four that nearly won the Stewards' in the same year. Of the various other French and Dutch crews it will be sufficient to say that, though they rowed longer than either of the American eights, their style showed no very remarkable peculiarity. It is not to be inferred from this that they rowed quite like English crews, for, just as a foreigner

talks English with a foreign accent, a foreign crew for some reason rows in a way of its own that is always rather un-English. As regards pace, some of these crews showed fair speed, but none could be described as fast.

The Amsterdam eight that won the Thames Cup in 1895 has been excepted from the general run of foreign crews, and their style deserves a word of comment. They were probably the fastest foreign eight that has been seen at Henley. In the final of the Thames Cup they accomplished the feat, only once recorded before, of covering the course in faster time (by 1 second) than the winners of the Grand. This was undoubtedly due chiefly to a change in the strength of the wind—for a fine Eton crew on the same day won the Ladies' in still faster time—but it showed nevertheless that they had pace. In the matter of swing and beginning their style was nearer the English model than that of any other foreign crew we have seen. Their peculiarity, on the other hand, was the exaggerated jerkiness of their rowing. 'Hoop-hey!' was the unvarying cry of their coxswain wherever they went; and, whatever the remark may mean, the sound of it suited their style. They rowed—it should be mentioned—among other things literally with their heads. At the 'hoop' they threw their heads over their backs with astonishing vigour, and, with their chins pointing to the sky, 'hooped' their bodies on to the beginning. At the 'hey' they 'heyed,' whipping their oars out of the water and recovering with a rattle and a jerk. It was a curious slap-bang process, but the men worked very hard, and the crew undoubtedly went fast. With the jerkiness and the astonishing head trick eliminated their style would not have differed greatly from that of any ordinary English crew. Apart from these eccentricities their form was good, their swing being fairly long and their leg-drive firm. They had evidently taken great pains, and they only reaped their deserts when they 'hoop-heyed' themselves to victory in the Thames Cup.

One other exception has been made to the rank and file of these foreign crews—namely, the Toronto four of 1895, who

were only beaten for the Stewards' Cup by one foot after a desperate race with London. Their style, unlike that of the Dutchmen, was typically foreign—a style better adapted, perhaps, to a four than to an eight. They hurried the swing forward, and, if they did not actually hang, slowed down very suddenly over their stretchers. There was no attempt at beginning, but they drove out the finish of the stroke hard and well. In addition to want of beginning there was a decided want of swing about their rowing, for which they substituted, to some extent, length of sliding; but over the last part of the course there is no doubt that swing would have stood them in better stead. They were four strong men, perfectly trained and perfectly together both in time and work. The long period during which they had rowed in company had naturally given them great uniformity and a complete control over their boat. Previously to their appearance at Henley they had rowed together in twenty-five races and won twenty-five consecutive victories. So, at any rate, said Mr. Willan, in his speech at the close of the Regatta.

The French crews that have come to Henley have not met with much success. The *Société d'Encouragement au Sport Nautique* has more than once sent crews avowedly only to demonstrate its existence and give some encouragement to amateur rowing in France. The best French crew we have seen was undoubtedly a French eight that never appeared at Henley, but met a strong London Rowing Club crew on the Seine, near Paris, in the Autumn of 1892, and beat them rather easily. Most of the London men were members of the fine eight that won the Grand in 1890, and although on this occasion they were not as good in actual fact as on paper, they were a crew of some class, and would easily have accounted for any of the French eights that have rowed at Henley. The style of the Paris Frenchmen, making allowances for the inevitable hurry forward and sudden steadiness over the stretcher, was decidedly smart. They rattled their hands away, had fair length, and by no means neglected beginning.

In reviewing generally the rowing of these foreign crews, it is obvious that the usual points in which their style differed from that of English crews were swing and beginning. In almost all cases, according to our standard, foreigners swing hurriedly and short, and their beginning is conspicuous by its absence.

The Toronto four, to take the best of them, certainly made no pretence at beginning, but 'oiled into the water' as the phrase is, and made their boat shoot sculling fashion entirely by the strength of their finish. The pace they attained may at first sight appear surprising. The truth is, we venture to think, that to obtain an adequate grip of the water some few degrees less quickness and dash are required in a four than in an eight; just as in a sculling boat many degrees less are necessary. We do not mean for a moment that it is allowable to miss the beginning in a four, this implying that the first part of the stroke is ineffective; but an eight is always travelling through the water faster than a four, and, having more momentum, is carrying its way better. To get an equal amount of pressure of the blade against the water it is obvious, therefore, that a quicker application of force is required at the beginning. In just the same way, in a sculling boat, which is travelling much slower than either, practically no quickness of effort is necessary to obtain the required grip of the water.

With regard to this matter of beginning it will be excusable to refer here to a point that we have often heard remarked on with surprise. It is that fishermen or professional watermen, rowing in a slow and heavy boat, invariably and all the world over oil into the water with no attempt at beginning, and increase the pressure of their work up to the finish; thus transgressing one of the primary rules of scientific oarsmanship. The reason of this is surely that a heavy boat of the kind used is travelling at so comparatively slow a pace that there is no possibility of failing to grip the water: while to impart new impetus to so heavy a body the force of the stroke must be applied gradually, or otherwise the blade will move water with-

out moving the boat ; just as in starting an engine, if steam is turned on too forcibly the wheels revolve while the engine remains stationary.

It should not be lost sight of that the style of rowing taught as a science is a style which is in many points adapted to light boat racing only—that is, to boats of the lightest order built. With the truth of this fact the writer was on one occasion particularly impressed. At a certain small regatta, in the final of the Pairs two first-class heavy-weight oarsmen, distinguished at Eton and Henley, and at the time in excellent condition, met two little ten-stone locals. The boats rowed in were not of a particularly heavy order, but were lightly made clinker-built pairs carrying a cox. The result of the race was a victory for the locals, who, though they transgressed almost every rule of orthodox rowing, coaxed their boat along successfully by oiling into the water and lugging the finish. Their blades made little or no wash even, while their opponents moved mountains of water without imparting any degree of pace to their ship. In this case the boats were undoubtedly travelling at only a moderate speed, so that there was no difficulty at all in obtaining an adequate grip of the water. At the same time they were not so light as to answer to the first touch of the oar, and new impetus was not readily imparted. It is not surprising, then, on the above assumptions, that they required a good deal of coaxing, and that a forcible beginning proved labour wasted.

To return after this digression to the racing-boat proper, it is satisfactory to notice that though the Canadian four of 1895, rowing in typical foreign style, went very near to winning the Stewards', in the case of eight-oared crews this style has not proved very dangerous. In fact, the only foreign eight that has ever met with success at Henley was the Amsterdam crew, and, as has been pointed out, a feature of the Dutchmen's style was its contrast to that of other foreigners in the very points of swing and beginning.

To turn now to the rowing of individuals, there is, as we have said, much the same difference between any two men as

between any two crews. As in cricket or almost any other sport, so in rowing, every man has a certain individuality of style. We do not intend here to describe exhaustively the rowing of all the best known oarsmen, but merely to pick a few examples and touch on the chief characteristics of their oarsmanship.

Of strokes it may safely be said that none has either scored more remarkable successes, or had a more peculiar style of his own, than Mr. C. W. Kent. *Nascitur non fit* is a maxim invariably applied to a stroke, and of this Mr. Kent is an especially good example. Without any extraordinary skill as an oarsman, he has always shown extraordinary capacity as a stroke. His physique is by no means remarkable; his sliding has always been erratic; his body form is ungainly and chiefly characterised by a curious wriggle of the shoulders that is the reverse of ornamental. In fact, at first sight of his rowing no one would ever have imagined Mr. Kent to be the wonderful stroke that he certainly was; but, in the first place, he always possessed the saving virtue of length, for he had a good swing, very long arms, and a way of driving out the finish that allowed time to the big men behind him; in the second, he had simply the genius of a natural stroke, which implies a knowledge, that is almost an instinct, of when to slow down, when to quicken, and a general capacity for keeping a crew together and oneself in touch with them. To get together behind Mr. Kent was never a very easy task for a crew. His style, at any rate in practice, was of a peculiar and rather uneven character, and until he acquired some knowledge of its eccentricities his No. 7 must have found it difficult to discover either when he was going to get in or when he was going to get out. But when once a crew was together behind him it was perfectly certain that he would row the race as it should be rowed, and, if it were touch and go, that he would get all that was possible out of his men.

In a race, indeed, Mr. Kent's rowing was always fifty per cent. better than in practice. His stroke all at once grew more

even, better marked, and longer; there was no more uncertainty about it, and whether he was quickening or lengthening out, the men behind could feel at once what was required of them. Pluck, coolness, and judgment are the three qualities especially called for in a stroke, and times out of number Mr. Kent proved himself possessed of all three. It is a curious fact, showing how instinctive these qualities may be when it comes to the point of actual racing, that before a race Mr. Kent was to all appearances a victim of extreme nervousness. Yet once in the boat, and from the moment of the start, he displayed not only pluck, but great coolness and perfect judgment. It may safely be said that as stroke Mr. Kent never rowed a bad race.

As another and more recent instance of a first-class stroke we may take Mr. Harcourt Gold. In style no two men could be more dissimilar than Mr. Kent and Mr. Gold, yet both are endowed with the highest natural ability for stroking. Mr. Gold is a sound and fairly shapely oar, rowing a firm, even, and well-marked stroke. His form provides in many respects an excellent model on which to fashion a crew's style, and it should be easy for men to get together behind him. Although he has not had so long a rowing career as Mr. Kent, his record is remarkable. At Eton he stroked three successive eights to victory in the Ladies', and subsequently as stroke of Leander he won the Grand after a magnificent race. His greatest achievement, however, was as stroke of Oxford in the 1896 Boat Race. With the worst of the station round the big bend of Hammersmith, and on a rough and very trying day, he kept his crew long and steady and well in hand till, after being led by a length through Barnes, he made a brilliant spurt and won a brilliant victory. Only once before in the history of the Boat Race —on the occasion of Mr. F. I. Pitman's spurt of 1886— has the crew that passed second through Barnes won the race, and this performance of Mr. Gold's stamps him as a stroke of the highest class. And, as we have said, he is not only a

first-rate stroke but a fine oar. His swing is long, his back straight, and his leg-work good; but the especial feature of his rowing is its firm and well-marked character.

Though stroke may play a greater part in a race, in the making of a crew No. 7 is by many considered the more important member. Seven is the connecting link between stroke and the rest of the crew, and to make a first-rate eight it is essential that No. 7 should be an oar of high class. Of recent sevens Mr. W. E. Crum of Oxford stands out easily first. As an example of good style his rowing is well worth studying. To its excellence is very largely due the high class of recent Oxford and New College eights. Of the New College 1897 crew, in particular, Mr. Crum was the foundation and corner stone, and without him it is safe to say they could not have hoped to win the Grand. The especial merits of a No. 7 are accurate time-keeping and length, and these Mr. Crum possesses in a very marked degree. The beauty of his rowing lies in its ease. Its power is due not to brute strength, but to that accurate use of slide and swing by which weight and muscle are made to produce their maximum effect. His swing is very long, and his sliding and his leg-work are admirable. To his excellent rowing in combination with stroke in the 1896 Boat Race the remarkable Oxford victory of that year was very largely due.

Another excellent No. 7 of recent years was Mr. R. O. Kerrison of Trinity College, Cambridge. Mr. Kerrison's rowing career was not a very long one, and hardly met with the success that it deserved. In the University Boat Race his task was very thankless, as in both of the years in which he rowed he was in the unfortunate position of a good man in anything but a good crew. In 1893 at Henley, however, he rowed No. 7 in an excellent Leander eight that won the Grand after three of the easiest races on record. His style of rowing was very smart and lively, and that he had great adaptability and was an admirable time-keeper are shown by the fact that he was such a complete success as No. 7 to Mr. Kent after

being transferred from a Cambridge to what was virtually an Oxford crew.

If No. 7 is the place before all others where good style is requisite, No. 6 is where form and great strength equally combined are especially needed. No. 6, as well as No. 7, has great influence on the making of a crew. The difference between a good and a bad man at No. 6 is often the whole difference between a good and a bad crew. In an eight otherwise poorly composed a powerful man at No. 6, who is also a good oar, besides doing a great share of the work, can often force the rest of the men to some extent into line with him, and induce a certain cohesion of style. Heavy weights of this class are of course few and far between, for though many big men may be strong enough and plucky enough, very few possess in common with these merits the highest ability in oarsmanship.

During the last ten years there have been three heavy-weight oarsmen who stand far above any other, and may be put in a class by themselves. They are Mr. Guy Nickalls, Mr. S. D. Muttlebury, and Mr. W. A. L. Fletcher. Of these Mr. Guy Nickalls was at one time considered by many to be too rough an oar to make a first-class No. 6; but he seems to have actually improved every year he has rowed from the first to the last. At an age when most men go off Mr. Nickalls has consistently come on, and he never rowed better than in the years 1896 and 1897. His physique is beyond question more extraordinary than that of any other modern oarsman. The fact that in the thirteen years from 1885 to 1897 inclusive he rowed no fewer than sixty-eight races at Henley Regatta alone (in only ten of which was he beaten), goes far to prove this, and no one who has seen the astonishing amount of work he can get through in practice at Henley day after day in the hottest weather could doubt it. It is needless to say that Mr. Nickalls's style is remarkable for power and vigour rather than neatness, but at the same time his form, of late years especially, has been of very high class. He sits straight and square in the boat—we do not mean that

his back is straight according to the old poker type, but that it is quite reasonably so—he has a fine long swing and reach forward, a splendid leg-drive, and a clean and powerful, if rather rough, finish. The vigour of his style is so remarkable that it is always a treat to see him row, even in a start or minute's spin, when he is not usually at his best. At such times he tears his blade through the water with an exuberance of energy that seems quite beyond control, and hoicks the finish as though his life depended on it. In fact, Mr. Nickalls's best rowing is always over the second half of a course. In the early part of a race he is literally too fresh, and it is after the cream, so to speak, of his superabundant energy has been taken off, and his muscles are to some extent tired, that he is really of most service to his crew. His swing is then as long as ever, but steadier, his leg-drive as powerful, there is less arm-work about his finish, and he settles down to rowing that does quite as much towards moving the boat, and more towards assisting and keeping together the rest of the crew. Of the numberless victories which Mr. Nickalls has won, the hardest of all in his own estimation was that in which as a stroke of a London four he beat the Toronto crew for the Stewards' Cup. It is impossible to estimate how large a share of the Londoners' victory on this occasion was due to his individual efforts, but nobody who saw the finish of the race could have doubted that with anyone else at stroke the verdict in favour of London must have been reversed. For pluck, for sheer hard work, and for fine form as well, it was a piece of rowing that has hardly, if ever, been equalled. Indeed, whatever it may be in practice, in a punishing race Mr. Nickalls's form—apart from the mere strength of his rowing—is scarcely to be beaten.

The hero of modern Cambridge rowing is of course Mr. S. D. Muttlebury. But his influence on rowing has been by no means confined to Cambridge. He became prominent at a time when the long slide was first coming into common use, and if any one man could be picked out as having originated leg-drive on a long slide, as we understand it

to-day, that one would be Mr. Muttlebury. He, at any rate, has had more influence on style in the matter of sliding and leg-drive than anyone else. The writer of this can well remember, when towards the end of the eighties he was first struggling at Oxford with the intricacies of a sliding-seat, being told to take the first opportunity of going to study Mr. Muttlebury. Needless to say he took many opportunities, and Oxford in general studied him with such success that they were at the last able to beat him in the Boat Race. Mr. Muttlebury's rowing was in some respects very dissimilar from that of Mr. Guy Nickalls. Although a heavier man—of an immensely deep-chested, powerful build—he rowed in a smoother and easier style. The force of Mr. Nickalls's rowing was always apparent at a glance, the vigorous action of his back and shoulders gave proof of it ; for evidence of Mr. Muttlebury's power one had rather to look at his blade. Not that Mr. Muttlebury was wanting in swing and body-work, but his way of applying his strength was quieter. He swung right down forward, and, lifting his body straight off the stretcher, used his great weight in combination with leg-drive with immense effect. It is a very curious thing that Mr. Muttlebury's style should have been made, as it has been, the excuse and example for those who have advocated leg-work with a complete indifference to body form. 'Sit in a heap and use your legs' seems to have been the guiding principle of the disciples of this school, and, whether they used their legs or not, they sat quite successfully in heaps, filled with a conscious pride in the achievement. It is true that there was a comfortable roundness about Mr. Muttlebury's back, but, as has been said, his swing was very long and he used his weight admirably, his body-work, if it was not particularly ornamental, being certainly effective. Unlike Mr. Guy Nickalls, Mr. Muttlebury saw his best days comparatively early in his rowing career. During his last year or two he was unable to train himself to the same pink of condition as formerly. His value, however, in the last few Thames crews in which he rowed was probably a good deal under-estimated.

Mr. W. A. L. Fletcher was yet another heavy-weight in the very first rank. He is of typical build for a rowing man—rather loosely made, with an immense reach and extremely powerful back and thighs. Unlike the two already mentioned he gave up rowing comparatively early, directly after leaving the 'Varsity; but during his four years at Oxford he proved himself an incomparable No. 6. The feature of his rowing was its combination of power with excellent form. Ease, great length, and a magnificent leg-drive, were the chief points of his style. He had a beautifully long and steady swing, and, like Mr. Muttlebury, he combined swing and slide so admirably as to make the utmost of his fourteen stone of weight. Although he had not the capacity of Mr. Guy Nickalls for rowing all day long in practice and in a whole series of events on the same day at Henley (no man that we know of has ever equalled Mr. Nickalls in this respect), in a race there was no getting to the bottom of him. However hard the struggle, or however done he might be, the length of his swing and the power of his leg-drive never seemed to give out. At Henley he always confined himself to two races in a day, and on every occasion except two, in one of which with Mr. Wilkinson as partner he was beaten for the Goblets by Mr. Guy Nickalls and Lord Ampthill, after one of the hardest races on record, he won both events for which he entered.

At No. 5 and No. 4 in an eight strength is as much a prime requisite as at No. 6, but fine form—especially for No. 4—is not such an absolute necessity. Of course polish is always desirable, but in these places if the oarsman is sufficiently powerful a little roughness may be excused. It goes without saying that a No. 5 or a No. 4 must be capable of applying his strength. The chief difficulty with a big heavy man is to make him quick enough and sufficiently light-handed to get hold of the beginning. If he fails in this he is of little value in an eight of good class. Many big men, whose work is invaluable in a rough College crew, where all to a certain extent miss the beginning, when transferred to an eight of better class are comparatively

useless; for the weight of the boat is taken off their shoulders at the beginning of the stroke, and their strength is consequently wasted. To have strength and to be able to apply it is therefore of the first importance in a No. 5 or a No. 4. As a fine oar of this class we cannot take a better example than Mr. V. Nickalls. With great length of body, great reach, and very broad shoulders he was excellently built for the middle place in a boat. A rather heavy finish and recovery, in which the shoulders played too prominent a part, were the worst points of his rowing; but his great strength was excellently applied, and his swing and reach gave him plenty of length.

A crew to be first-class must have no weak spot, and it is most important therefore that the men in the bows of an eight should have as much both of form and strength as possible. A strong middle-weight, who is just wanting in that freedom of swing and extra length which is indispensable in a No. 7 or stroke, may yet be an admirable No. 3 or No. 2. When heavy-weights are plentiful a big man is often put at No. 3, and if the boat is properly constructed any weight can easily be carried there; but as a general rule No. 3 is well under thirteen stone. It is curious how often the worst man in an eight rows in this position. This is probably because a bad oar, who would be impossible anywhere else, is often put at No. 3 on the assumption that his form will there do least harm to the crew, while his strength may prove useful.

As a No. 2 Mr. J. A. Ford may be specially mentioned. He has rowed in that place in no fewer than six Leander crews, in four of which he has won the Grand; while on yet a fifth occasion he was successful as No. 4. His style is easy and his rowing is remarkable for its excellent leg-drive, although he has a certain want of length at the finish that has prevented him from being chosen for more responsible positions.

Bow is probably—so at least all bows assure one—the most uncomfortable place in an eight to row in. It is comparatively seldom that a bow is found who can swing straight and evenly without any tendency to screw his body. The two names that

occur to one as the best bows of recent years are those of Mr. W. F. C. Holland and the late Mr. H. B. Cotton. Mr. Holland has done well in good crews both as stroke and No. 7, but as a bow he has won most of his rowing honours. He rowed about eleven stone—probably the best weight for a bow in a heavy crew such as a University eight—and was a very powerful oarsman for his size. A peculiarity of his style—unusual in a man of such high class—was the way in which he rowed his elbows back very wide of his sides. An unkind critic once remarked that when a crew in which Mr. Holland was bow came end-on towards one, a good view of the rowing was obtainable through the spectacles formed by Mr. Holland's elbows. Apart from this his rowing was neat as well as powerful. Mr. Cotton was an admirable light-weight bow. His weight was barely ten stone, but he was a stronger oar than many a much heavier man. He rowed in neat and thoroughly good style, and was an excellent waterman.

We have now given samples of style as exemplified by oarsmen of recent years who have distinguished themselves severally in every place in an eight. That no Metropolitan oars have been mentioned must be excused partly on the ground that very few of them have of late years approached the standard of those named, partly for the reason that the writer is more intimately acquainted with the form of University men. The examples taken, both of crews and individuals, all go to prove that, in England at any rate, there is only one right way of rowing, and that no man who has achieved great success has deviated from it in any essential particular.

CHAPTER V

STEERING

By C. P. Serocold, O.U.B.C., and F. C. Begg, C.U.B.C.

As no eight-oar would be complete without its coxswain, so this volume would be deficient without a chapter devoted to the subject of steering and the duties of those who steer; and although it is in the main for coxswains that this chapter is written, the subject not being one of paramount interest to the majority of rowing men, yet we feel sure that all coxswains will agree with us when we say that it is the duty of all rowing men to take every opportunity of considering the difficulties and troubles which beset the path of those diminutive persons whom they are too often inclined to treat with contempt, as necessary evils.

It is often truly said that one of the hardest tasks in this world lies in 'practising what you preach'; but in the matter of steering we venture to say it is quite the reverse, and that 'to preach what you practise' is the more arduous business. So much depends on the crew, the stream, the wind, and many other details, that it is impossible to lay down a hard-and-fast rule as to what a coxswain is or is not to do. He can confer at least as much benefit on his crew by consistent good steering in practice as he can by fine coxing in a race; although, of course, he may make a grievous blunder in practice with impunity, whereas a slight mistake in the actual contest may put his boat out of the hunt altogether.

In the following pages we do not intend to go into rudi-

mentary details, such as telling a would-be coxswain that he must pull his right string in order to turn to the right, and *vice versâ*. We even go so far as to assume, in the face of the

declared opinion of most rowing men, that the average steerer is endued with a certain amount of common-sense.

The duties of a coxswain may be considered under two

heads: those expected of him out of the boat, and those expected of him when he is in it.

Out of the boat he must always, from the moment the crew are assembled at the boathouse or barge, be ready to give a helping hand whenever it may be necessary. He will find that the crew, taking advantage presumably of their superiority in stature, look upon him as a person whose business it is to make himself useful; and on the whole we recommend him to accept the position (however much it offends that dignity which is inherent in all coxswains), and not to wait until he is asked to do anything, but to try to forestall the wants of everyone.

The success of the crew, as well as the comfort of the coxswain, depends to a very great extent on the eight being kept in a good temper, especially about the middle or towards the end of training, when everyone gets more or less 'on edge,' and a little tact on the part of this humble functionary may avert an ebullition of temper, or at any rate soothe ruffled feelings. Tact and good-humour are by no means a small part of the qualifications of a good coxswain.

With regard to his more technical duties out of the boat, it only remains to be said that he alone is responsible for the state of his steering-gear. He must examine the rudder and strings before starting, and see that they are all in order; he must take up his position opposite to it, and keep guard over it when the crew 'stand by' and carry the boat to the water; he must also help to hold the boat, if necessary, while the crew are getting in. The coxswain should enter the boat last of all.

Before dilating upon the art of steering, a few words will not be out of place on the mechanical contrivance that is used to steer an eight, and the gear by which the coxswain transmits the necessary force to that contrivance.

There is now only one kind of rudder in common use in modern racing eights—that is a rudder attached to the sternpost and drawing no more water than the depth of the boat, although occasionally, in the case of a boat which does

not answer her helm well, a thin strip of brass is fixed on to the base of the rudder, so that it may draw more water and act more readily. A few years ago a kind of fin-rudder was fixed to several racing-boats, at Henley and elsewhere. It consisted of a brass fin similar to that which is usually adjusted under the boat. It was placed beneath the kelson, about halfway between the coxswain's seat and the stern, and moved in the same manner as an ordinary rudder on a vertical pivot. When this invention first made its appearance, it was declared by those who used it to be a great improvement on the ordinary steering apparatus. It disappeared, however, as suddenly as it came, and there can be no doubt that it was an entire mistake, its only tendency being to stop the way of the boat. There are some who affirm, and rightly as one of the authors of this chapter thinks, that even fixed fins in nine cases out of ten do more harm than good in shallow, weedy, and tortuous courses, such as those at Oxford and Cambridge. There can be no doubt, however, that on the tideway, where there is a broad expanse of water and no shelter from the banks, the leeway of an eight is considerably lessened by a fixed fin (some 10 inches long by 4 inches deep), placed rather aft of the steerer's seat.

The opinion of steering authorities is divided as to which is the better of the two methods described below of rigging the rudder-lines or gear by which the coxswain controls the movements of the rudder, and even the writers of this chapter are unable to agree as to which of the two is preferable. The two systems are these :—

1. Leading the lines straight from the yoke to the coxswain's hands, or, as is sometimes done, crossing them twice *en route* through pulleys in order to prevent their dragging in the water.

2. Leading them from a point about three feet from the sternpost through pulleys at either end of the yoke and thence direct to the coxswain's hands.

By the former method the steerer has to apply sufficient strength to move the rudder without the aid of any mechanical

contrivance, while by the latter method his power over the rudder is increased, and it requires less strength to put on a given amount of steerage.

It is the opinion of one of the writers that the former system is the better, for unless the coxswain has had considerable experience and is gifted with very light hands, he will find that by the latter method the boat answers so readily to the slightest pressure that it is almost impossible for him to avoid abusing the extra power which the pulley system gives him; and he will consequently often put unnecessary strain on the rudder, and so disconcert the crew, without being aware that he is doing so; whereas, by the former method he will feel the same strain on his hands as there is on the rudder, and will, consequently, be chary of using his steerage too freely. In the opinion of the other writer the pulley system is the better; his contention being that the more the power necessary to be exerted by the coxswain in rounding a corner is reduced the greater is the opportunity given him of introducing finesse into his steering, or, in other words, of displaying to what extent he is gifted with that faculty known as 'light hands.'

The question of pulleys or no pulleys is not, however, one of vital importance; our joint advice to steerers is to try both methods, and to adhere to that which they find better suited to their own requirements, and the nature of the course which they are going to steer.

We have now got the coxswain into the boat, with his steerage rigged in the manner best adapted to his taste; and before attempting to give him instruction in the actual *technique* of steering, we will make a few preliminary remarks as to his general deportment while afloat.

He has certain words of command to give; he has to call attention to all inaccuracies of time at the beginning and finish; and in a race, to encourage and exhort when necessary. In order to perform these duties satisfactorily, his conduct must show a combination of firmness and tact. He must throw off that mask of humility which we have recommended him to

assume when out of the boat. He must perform his duties 'without fear or favour,' and give his commands in a loud and clear tone so that every member of the crew can hear.

A coxswain, especially at the University, often finds himself in a somewhat uncomfortable position when he first undertakes his duties. He has to transmit commands from the coach to the crew, and often has the misfortune to find among his crew a second or third year 'crock,' who considers it a fitting opportunity of showing his superiority over the unfortunate freshman coxswain by disregarding the orders which he gives in turning the boat or getting her straight. It is on such occasions as these that the tact as well as the firmness is required.

After the boat has been pushed out from the raft, the coxswain must be careful to get her head pointing as straight as possible in the direction in which he intends to go before giving the word to 'row' or 'paddle,' so that for the first half-dozen strokes or so he need put on no steerage whatever. The effect of the use of the rudder always tends to disconcert the crew, and it is felt by them more during the first few strokes than at any other time. If possible, then, he should get his boat into such a position that he need not use his rudder until the crew have settled down into their swing.

The actual words of command used to make the men start rowing, easy, or stop the boat, are different at the two Universities, on the tideway, and at Eton; but it makes no difference what words are used, as long as the coxswain is careful never to change their form, so that his crew may not fail to grasp his meaning at a critical moment.

When the crew are under way, the coxswain must remember that an eight necessarily turns very slowly owing to her great length, and that in rounding a big corner, she always tends to edge away from the inside bank until he has got her into the straight again. The art of turning a big corner well lies in beginning to put the steerage on gradually rather before the corner is reached, and in keeping on the same firm pressure

until just before the boat is straight. An eight continues to swing for some little time after the steerage is taken off; if it is kept on until she is straight, she will swing past the mark upon which the coxswain in trying to get her nose, and he will have to put the steerage on the other way to get her back again.

There are two very popular but erroneous ideas which all intending coxswains must carefully avoid. The first of these heresies is that it is necessary for the coxswain to swing up and down with the crew; and the second is that he should put the rudder on in jerks, so that it may not impede the progress of the boat at the moment when the oars take the water.

With regard to number one, he will find that his line of vision is quite sufficiently obscured by the bodies of the men in front of him, without his adding to his own troubles by bobbing his head up and down, to say nothing of the increased difficulty of steering accurately and steadily that is occasioned by such contortions. He should sit as firmly and as high as possible, wedging himself in if the boat is too broad for him, so as to prevent all chance of his shifting about.

With regard to number two, it is wrong to put the rudder on in jerks, for two reasons. In the first place, it tends to make the boat unsteady just when she should be quite the reverse; and in the second place, a larger amount of rudder is required to turn her round a given corner. Even in steering down a straight reach the boat is apt, from one cause or another, to swing out of her course, and the coxswain ought to be able to feel almost instinctively when she is going to do so and to coax her gently back again. After a small amount of practice a beginner will find no very great difficulty in steering straight on a calm day, but any course, however straight, is difficult to steer in a side wind; in fact, it is quite impossible to avoid using the steerage very often, if not continually, and in such circumstances it is better to put on a gentle but continuous strain than to have the steerage off one minute and suddenly on the next.

In bringing a boat in to the raft, care must be taken to easy

the crew in time so that she has not too much way on. She should be brought in with her nose up stream, especially if there is a strong current or tide running. The coxswain should be the first to get out, and should help to hold the boat while the crew are disembarking. He should also keep an eye on his steerage, and see that it is not knocked about when the boat is being taken out of the water and put into the boathouse.

In the race itself a coxswain must rely on his own common sense and presence of mind. No amount of 'book learning' will acquaint him with what he is to do in circumstances which it is impossible to foresee, and there are many legitimate tricks of the trade which experience alone can teach him. Above all, he must keep cool, and act deliberately and in a determined manner in any emergency which may arise; indecision is the worst vice a steerer can have. He must be ready to take any legitimate advantage which his opponent may give him, and must know when it is in the interest of sport to give way to avoid a foul and when to resist, at the risk of a collision, any attempts at 'boring' on the part of an unscrupulous rival.

On the University courses on the Isis and Cam, the only occasions on which eights compete are in the bumping races, and, for the benefit of University coxswains, we add a few words on steering in such events. Almost every year one sees the whole term's work of a crew brought to nought through faulty steering in the excitement of a race; and as surely as such an event happens, so do the reports of the races invariably contain a realistic description of the skill of the steerer, whose boat has escaped, in 'washing off' his opponent. One frequently meets men of considerable experience in bumping races who honestly believe that it is possible for a coxswain, by throwing the wash of his rudder on to the nose of an eight which is overlapping him, to move the nose of that eight sideways.

Of course such an idea is preposterous. What really happens is this: an eight in answering to her helm turns on a pivot somewhere about 'four's' seat, and the moment the rudder is put on, the sternpost is forced in a direction opposite

to that in which the wash is thrown up. It is, therefore, the stern of the first boat, and not the bows of the second, which travels to one side, and so causes a sudden gap between the overlapping boats. A coxswain who is overlapped should therefore bear in mind that by attempting to 'wash off' he is altering his own course and not that of the boat behind him, and that such rudder work should only be resorted to if the pursuing crew are making a last expiring effort at the very end of the course.

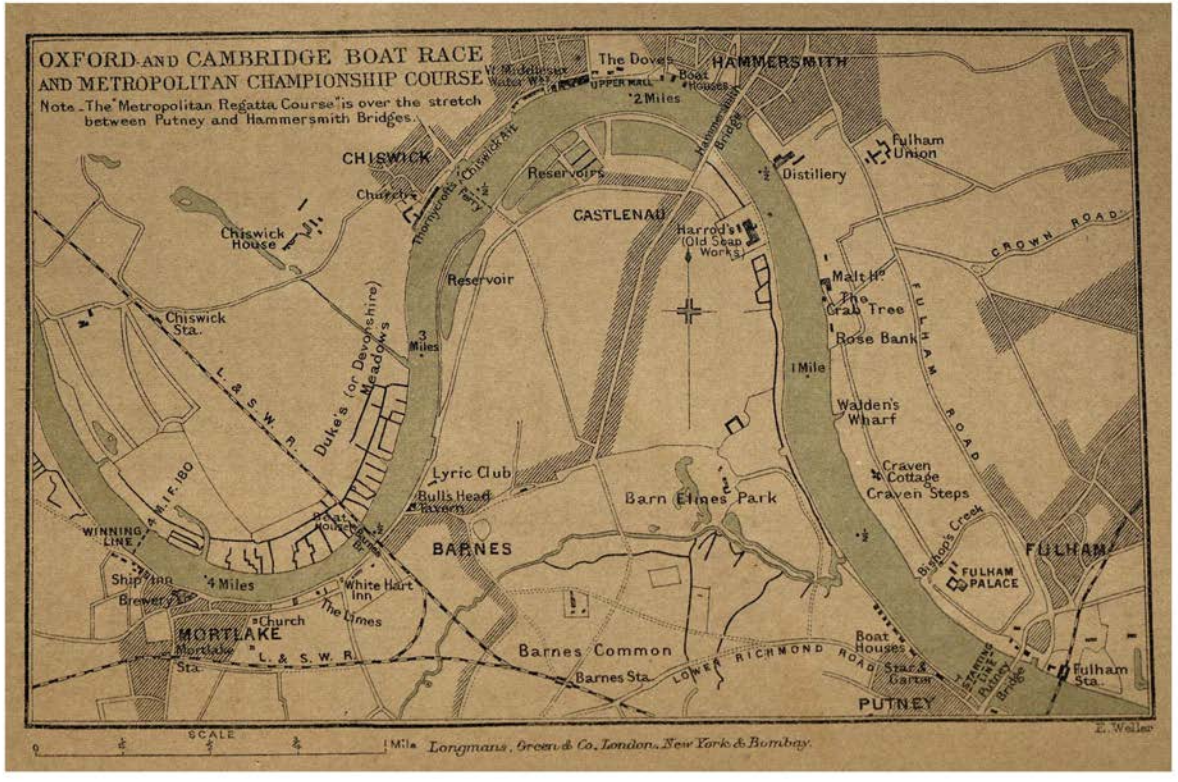
It is equally important that a coxswain should display his utmost skill when attempting to make his bump. In the first place, he must be very careful not to shoot too soon. Unless his crew show unmistakable signs of going to pieces, it is quite inexcusable for him to make his shot until the nose of his boat is overlapping the stern of the boat in front by at least two and a half yards. If he does not get his chance until the very end of the race, it is, of course, better that he should make a shot, however hopeless it may seem, than that he should make no shot at all; but in all other cases he must remember that an unsuccessful attempt will often disorganise the whole crew. Let him, therefore, make certain of his prey before he pounces.

When he is not actually making a shot he must be careful to steer his own course, and not to follow the stern of the boat in front, especially in turning a corner. A beginner will find it very difficult to avoid this last fault, as there is nothing in steering more deceptive than following another eight round a sharp curve in the river. The boat in front always appears to be going too wide, and it seems very easy to take a short cut inside it; but if the coxswain of the pursuing boat attempts to do so he invariably loses ground, for he has to keep his steerage on long after the other boat has got straight. The only occasion on which it pays the pursuing boat to follow exactly in the wake of the pursued, is when the former is gaining on the latter in a straight reach, for by so doing the pursuer divides the wash of the boat in front equally between his two banks of oars.

It would be impossible in a short chapter of this kind to give detailed instructions for steering all the more important courses. There is probably more rowing over the two University courses during the year than over any other stretch of water; and although they are neither of them easy to steer, the narrowness of the river in each case makes it obvious at once what the ideal course is, the difficulty being to keep to that ideal.

It is often asserted by those who have had no personal experience, that the Henley course is a very easy one, a statement from which we beg leave to differ. It is not at all easy to keep an eight absolutely straight, and none but a skilful coxswain can steer so that the oars miss ten piles in succession by exactly the same distance. The main facts to remember in steering the Henley course are these: From the Bucks station the coxswain must keep close under the piles except in two places—at the corner and at the finish. Some little way before reaching the corner (there is only one corner appreciable in steering on the present course), he should gradually leave the piles till he is about an oar's length out. He must then take the corner gradually, beginning of course to let her feel the rudder rather before he reaches it. By this means he gains the full advantage of the bend, such as it is. After the corner, he should again gradually get close under the piles, and remain there until he is about a quarter of a mile from the finish. During this last quarter of a mile he should edge gradually over towards the middle of the course, as the water in the Bucks station is rather shallow all along Phyllis Court wall. At the very finish he should be as close over to the Berks station as his opponent will let him go.

Steering from the Berks station is rather more difficult than from the Bucks, as the coxswain must never go close along the line of piles till the very end. From the top of the Island he must keep near to the other boat all the way till he gets within a quarter of a mile of home. From this point to the winning post he should come close under the piles, for by so doing he will take full advantage of the slack water at the finish. The


OXFORD AND CAMBRIDGE BOAT RACE
AND METROPOLITAN CHAMPIONSHIP COURSE
Note _ The "Metropolitan Regatta Course" is over the stretch between Putney and Hammersmith Bridges.
The Doves
HAMMERSMITH
Boat Houses
UPPER MALL
2 Miles
Hammersmith Bridge
Fulham Union
Distillery
CHISWICK
Church
Thornycrofts
Chiswick Ait
Reservoirs
CASTLENAU
Harrod's (Old Soap Works)
CROWN ROAD
Chiswick House
Reservoir
Malt Hº
The Crab Tree
Rose Bank
FULHAM ROAD
Chiswick Sta.
3 Miles
Duke's (or Devonshire) Meadows
1 Mile
L. & S. W. R.
Walden's Wharf
Lyric Club
Bulls Head Tavern
Barn Elmes Park
Craven Cottage
Craven Steps
4 M. I. F. 180
WINNING LINE
Boat House
BARNES
Bishop's Creek
FULHAM
FULHAM PALACE
Ship Inn
4 Miles
White Hart Inn
Brewery
The Limes
Church
MORTLAKE
Mortlake Sta.
L. & S. W. R.
Barnes Common
Barnes Sta.
LOWER RICHMOND ROAD
Boat Houses
Star & Garter
STARTING LINE
Putney Bridge
Fulham Sta.
PUTNEY
SCALE
0
1 Mile
Longmans, Green & Co. London, New York & Bombay.
E. Weller

stream is quite slack on the Berks side for the last hundred yards, and many a race has been won in the last few strokes by the boat which has had that station. Not a few coxswains make the fatal mistake of following the piles from the start in the Berks station, failing to realise that by so doing they take their boat right round the 'bay' which is formed by the angle of the piles, and lose half a length or more.

There is one other course to which we feel we must refer, although few coxswains are fortunate enough to be called upon to steer it, and that is the University Boat Race course from Putney to Mortlake. It has been truly said that a coxswain who can steer well over this stretch of water can steer anywhere. There are innumerable difficulties to be contended with in steering on the tideway. It is very easy for the reporter of a sporting paper, who is perched up on the deck of a steamer, to criticise the steering of a 'Varsity coxswain, but he would find it quite another matter if he himself were placed in the stern of an eight, with his head about three feet above the water level. The vagaries of tide and wind are very disconcerting, but they can only be learnt by constantly going over the course in the launch, or in a gig, both at high and low water. The coxswain, if he studies the river carefully under every condition of tide and wind, will in time learn where the stream runs fastest, where it pays to go out of the tide and take shelter from the bank, and where the shallows or flats lie which he must avoid. The two most difficult points to steer are: 1, The crossing from Middlesex to Surrey about the top of the concrete wall; and 2, Barnes Bridge. In the first case the coxswain will, on the one hand, by going over too far, run the risk of getting into his opponent's water and being disqualified; on the other, by not going far enough, he will take his boat over the flats which extend from the top of the wall to Walden's Wharf. In passing under Barnes Bridge the difficulty lies in leaving the Duke's Meadows at the right moment and in taking the bridge at the correct angle. This latter can only be managed by experience and by securing advice on the spot

during practice from a waterman or some other person who is well acquainted with the set of the tide.

A good coxswain will know by instinct when he is in the tide and when he is not. Every time he goes over the course he must take careful stock of his surroundings, noting the distance from his boat to the shore at various points, how one object on the bank bears with another, and the position of his boat in passing under the bridges. The curves are so long and gradual that, except in emergencies, he need never put his rudder on hard; and he will find that lightness of hand will tell more on this course than on any other.

In conclusion, we cannot refrain from adding that, in our opinion, the advantage of having a light coxswain is very much overrated. Of course, *ceteris paribus*, it is better to have a light man in the stern than a heavy one, but there can be no doubt that a good steerer who weighs nine stone is a much more valuable acquisition to a crew than a bad one who weighs seven stone. One of the evils caused by this craze for light steerers is the pressure which is often put upon the coxswain to reduce his weight to a dangerous extent, and to prevent him from wearing oilskins or other heavy clothing in stormy weather. He wants all the vitality and health which he can acquire to counteract the effect of sitting still in a cramped position for a couple of hours a day exposed to cold and wet; and reducing his weight by not allowing him sufficient food, or by making him take Turkish baths, is bound to weaken him. Captains of boat clubs must remember that if at the eleventh hour they lose, through illness, a coxswain to whom the crew is accustomed, their loss will be no light one, however capable the substitutes they may have in reserve.

CHAPTER VI

COACHING AND TRAINING

In Chapter II. we have detailed, for the benefit of the aspirant to proficiency in oarsmanship, the motions which the various parts of his body should go through, and the manner in which his strength should be applied. It is hardly necessary to say that the man who occupies the important position of 'coach' should have all these principles at his fingers' ends before he begins to superintend the work of a crew. He must also be thoroughly experienced in the principles of training, be able to judge how his crew, individually and collectively, are progressing in the matter of condition, decide accordingly what work they are to do in the boat and out of it, and regulate their diet.

It is not necessary that a coach should be personally skilful in the practice of what he preaches, for he may be a man who was a good oar in his day, but has long since retired from the active list. Nor is it absolutely essential, although generally preferable, that he should ever have been an accomplished oarsman. Many excellent coaches have never reached the state of proficiency, or the high position, in the rowing world to which their pupils, under their careful teaching, have attained. But it is certain that a man who has never done any rowing in good company should not, *as a rule*, if any more experienced coach is procurable, be entrusted with the coaching of a University crew. Rowing can not be taught entirely from theory, and it is very doubtful whether a man can bring a crew to a state in any way approaching perfection unless he has himself had some experience of first-class rowing, and can

demonstrate what he teaches by practical example in a tub pair He may be able to see the faults of his pupils, but that is only a very small part of a coach's duty. He must have perception to find out the cause, and not only to note the effect. It is not enough to tell a man that his swing is crooked; he must be told why it is so and where the fault lies, whether it be that he is using one leg more than the other, or letting go with one hand, or pulling himself up by one of the straps on his stretcher, or what not; in fact, the coach must be able to fathom the exact cause of every fault in the crew, and a man who has never rowed in good company is, as a rule, incompetent to do this for a first-class crew.

By no means, however, should an oarsman who has himself never reached a high position in the rowing world be discouraged from attempting to coach a crew which does not aspire to first-class honours in the immediate future. Anyone who understands the theory of rowing, and is capable of expressing himself clearly, may, if his pupils be apt, succeed in bringing them to a very much higher standard than he has ever attained himself; but there is probably a limit beyond which he cannot go, and it is, therefore, as a general rule, inadvisable, when selecting a coach, to hand over a really good crew to the tender mercies of one who has never even approached mediocrity in his own rowing days.

The office of coach is no sinecure. He will probably have to assist the captain in the selection of the crew. In the case of a school crew this duty will devolve almost entirely upon him, and a very difficult business it is where the boys are practically beginners and have little or no record of past performances to which reference can be made. He must accompany them daily in their practice, watch carefully the rowing of each one individually, and of the crew collectively. He must note every fault, fathom its cause, explain the remedy by instruction in a tub pair, and see that the fault is corrected, not only in the tub pair but also in the eight. He must exhort, instruct, encourage, and even rebuke when necessary; and all

this requires infinite tact. He must not say too little lest his crew think him inattentive or wanting in keenness for their welfare, and above all he must not say too much. There is nothing more irritating to a crew, or more detrimental to their progress, than the perpetual, and to them apparently meaningless, chatter of an over-talkative coach, while unmerited praise will put a crew which is going badly out of temper at once; on the other hand a man who is rowing clumsily, but trying his best, will, if upbraided for slackness, become despondent and row worse. The coach must carefully watch the temper of his crew and try to turn it into the right channel—that of cheery keenness to do their best. It is a curious thing to note the marked effect that a man's humour has upon his rowing. A fit of sulkiness will often run through a whole crew, especially when they are doing their hardest work and come home dead tired every night. Such a wave of bad temper may, if they have been a bit overconfident and unduly pleased with their own performances, have a beneficial effect; but, as a rule, it will make the men row carelessly and retard the progress of the crew. It should, therefore, be the object of the coach to smooth matters down, and to avoid ruffling the men's tempers if he sees that relations are growing a bit strained.

The above is an outline of the duties of a coach to his crew when they are in the boat; but there are two other branches of his undertaking which are of extreme importance. He must in certain respects study the welfare and condition of the crew when they are out of the boat, and he must keep an eye on the condition of the boat by inspecting and measuring its internal fittings from time to time when it is not in use. With regard to the condition of the crew, he must watch the rowing and appearance of each individual, and if he considers that one is behind the others in the matter of condition, send him for a run of a mile or so when the business of the day in the boat is done. If the work is telling too much on another he must point the fact out to the captain, and recommend that he be given some luxury, such as an extra glass of port or a glass or

two of champagne, or be allowed to row with a reduced blade for a day or two until he pulls round. With regard to the fittings of the boat, he must remember that it is impossible for men to lay out their strength to the greatest advantage with incorrect gear, and even although he has carefully gone over every measurement, as described later in the chapter on 'Boats and Oars,' the careless handling by boatmen, the effects of a crab, or even simple wear and tear, may have altered the height of a man's work or the plane of his rowlock.

The task of the coach may be divided into two parts. In the first place, provided, of course, he has sufficient time, he must consider the men individually without regard to their uniformity as a crew. He must try to get every man out of his own particular faults of style, even if by doing so he makes the man for a while row out of time, miss the beginning, or commit some other iniquity which tells against the pace of the boat. The efforts of each individual to cure some radical fault, such as a crooked swing or uneven leg-work, even if carried out to the detriment of time or smartness, may hinder the pace of the boat for the time being, but in the end the reward will be attained; for such faults are often cured fairly easily if attacked at once, whereas if the crew have begun to get together and the men are becoming set, the coach will find considerable difficulty in eradicating these errors of style. In the second place, the coach, after he has devoted the first week or so to curing individual faults, must begin to consider his crew collectively. In fact, he must devote a considerable portion of his time to trying to make them into *a crew*, a description which does not necessarily apply to eight men in a boat. He must, nevertheless, by no means relax his endeavours to get rid of individual faults of style. It is a fatal error to give up individual instruction in a tub pair except during the last few days of training. During these last few days, however, the coach will find it waste of time to attempt to cure a radical fault of style in any individual. All his energies should then be devoted to

coaching the crew collectively, that is, to getting them to the highest possible pitch of uniformity and smartness.

It is of course impossible to lay down any hard-and-fast rule as to where a coach should begin or what he should say to a crew when he first takes them in hand. The faults which a man may commit in rowing are so numerous that were we to set out a list of them it would be so formidable a document that it might go far to scare off any intending beginner. Men who have never rowed before should be taken out at first in a tub pair. They should be taught as a preliminary on what part of their bodies to sit. One might be inclined to think that nature gives a man very little choice in the matter. But in reality she gives him just enough to enable him by sitting on the wrong part to ruin his chance of becoming a good oar. Many beginners have a tendency to sit right back on the end of the spine, a position in which it is impossible for them to swing freely. First, then, the pupil must be taught to sit upright, so that the bones of the pelvis form a sort of pivot upon which he can rock or swing the body fore and aft. He must also be made to sit absolutely square to his work. Next the coach must show him how to place his feet on the stretcher, and how to regulate its length. Be sure that he puts both heels close together, with the toes apart, and that the stretcher is not only absolutely square, so that he can use both legs evenly, but also sufficiently raked aft to enable him to keep his heels up against it when he swings forward. When a beginner has been taught how to sit and how to place his feet he may be shown how to hold his oar. Care must be taken that he does not grip it too tightly, that the outside hand is right at the end of the oar, that the two hands are neither more nor less than a hand's breadth apart, and that the inside wrist is slightly arched.

He is now in a position to begin work, and the theory of rowing may be propounded to him piece by piece as occasion requires. A beginner should row for at least the first fortnight in a tub pair or gig and nothing else. He may next

be taken out in a heavy tub four for a week or so, and then in a clinker-built eight or four. He should practise for and row in at least one race in a heavy boat before he is allowed to set foot in a light racing-boat, and must be thoroughly taught how to row on a fixed-seat before he is allowed to row on a slide.

In instructing a crew for the first time the coach should not begin by pouring forth torrents of advice after a few strokes have been rowed, as many do. He may, it is true, discover many faults before the boat has gone a hundred yards, but if he rushes to correct these he is likely thereby to overlook others or fail to see the real cause of those errors he has observed. He should watch the crew carefully for half a mile or more, for a short time minutely observing the rowing of each man. When he has gathered an outline of their principal faults, and made up his mind as to the probable causes, and as to the best method of setting about their cure, he may call upon the coxswain to easy the crew, and then, and not till then, begin to expound his views. It is of course highly improbable, if not impossible, that he will have found out the exact cause of each fault, or hit upon the proper method of curing it, after watching the crew for half a mile ; but he will have some chance by this method of beginning at the right end, and there is practically no hope of his doing so if he begins to talk at once. An experienced crew will have little confidence in a coach who begins to nag at them from the very first stroke, and it is all-important that the crew should have confidence in their coach. There is no particular fault that can be put forward as being prevalent in every crew at first, or as being the one which must first be cured. Dr. Warre in his 'Notes on Coaching' has epitomised the weaknesses for which a coach has to be on the look out, and the fact that these 'Notes,' written some fifteen years ago, are as useful now as they were when originally published, shows that the ideal aimed at in first-class rowing has in no way changed, in spite of long slides, swivel rowlocks, and other alterations in boats and oars.

With regard to individual coaching, Dr. Warre classifies the faults as (1) faults of position, (2) faults of movement. The former, he adds, should be pointed out when the crew easy, or when they come in, or best of all in a gig. 'Show, as well as say, what is wrong and what is right.' The latter should be corrected during the row. 'Never hammer at one individual. If one or two admonitions don't bring him right, wait a bit and then try again.' On coaching a crew collectively he divides the subject as follows :—

'1. *Time.*—(*a*) Oars in and out together. (*b*) Feather, same height ; keep it down. (*c*) Stroke, same depth ; cover the blades, but not above the blue.

'2. *Swing.*—(*a*) Bodies forward and back together. (*b*) Slides together. (*c*) Eyes in the boat.'

Here, if we may presume to make an addition to the work of so great an authority, we would introduce a word as to the rate of the swing forward as compared with that of the swing back. There is an almost universal tendency on the part of crews at the beginning of practice to lose control of their bodies during the recovery, and to swing forward too fast. The best way to cure this is to try to persuade the men to get the correct rhythm of the stroke into their heads. When a crew is rowing a slow practice stroke they should take nearly twice as long coming forward as they do going back. That is to say, if each man counts to himself 'one' when his blade takes the water, 'two' when he drops his hands at the finish, and 'three' as he swings forward, he will get the time occupied for each stroke tolerably well divided between swing forward and swing back. We would therefore add here the additional note '(*d*) Rhythm.' If the men do not understand what is meant when they are told to try to get the rhythm correct, it can easily be explained to them next time they are taken out in the tub pair. The expression 'think of the rhythm' is a comparatively new one on the towpath, but it has justified its place in the coach's vocabulary by its efficacy in curing a 'bucket' or hurried swing forward.

Dr. Warre's third subdivision of his note on collective coaching is as follows :—

'3. *Work.*—(*a*) Beginning—together, sharp, hard. (*b*) Turns of the wrist on and off the feather, sharp but not too soon. [Some authorities differ from Dr. Warre as to the necessity for a sudden turn off the feather.] '(*c*) Rise of the hands—sharp, just before stroke begins. (*d*) Drop of the hands—sharp, just after it ends.

'*General Exhortation.*—Time ! Beginning ! Keep it long ! and the like, to be given at the right moment, not used as mere parrot cries.'

If, as is generally the case, the crew are to have some five or six weeks' practice before the day of the race, they should not be asked to lay themselves out to the full extent of their strength, even for a few strokes, during the first week or so. They should merely be allowed to 'paddle'—that is to say, to go through all the motions without working hard. They must endeavour to mark the beginning smartly, not to drive hard right through the stroke. When paddling, even if the men are in a boat for the first time after several months' rest, they can go at a stroke of 27 or 28 per minute for some distance without becoming exhausted, and are thus amenable to coaching. If, on the other hand, they are made to work hard at once, they rapidly tire, and think only of their own discomfort, instead of listening to their coach and trying to improve their rowing. After a week they may be given now and again a few strokes of hard rowing. There is no better way of getting a crew together, and teaching them to work really hard, than by giving them a long spell of 'paddling' interspersed with short bursts of 'rowing.' They should start off paddling, and when they have been going about a minute the word may be given to row. After ten strokes or so they may be told to paddle again. By means of these short bits of rowing, at intervals of a minute or so during a long paddle, the crew learn to apply at full pressure the principles which they have been trying to master while working quietly; and by making a

marked contrast between the rowing and paddling they learn to drive their blades hard through the water, and to employ every ounce of their weight and strength.

The amount of hard work that the crew should do, the distance they should go, and the number of times they should row a trial over the full course, must depend upon the number of weeks which they have for practice before the race, on the

AN EARLY MORNING RUN

progress which they make in the matter of condition, and on the time of year at which the rowing takes place. Men can naturally do more hard work with advantage in cold bracing weather than they can when it is hot and sultry. This, however, is a subject which falls under the head of 'Training.'

Training is the name usually given to the course of exercise and diet which a crew go through in order to increase

their strength and breathing power, and generally to render themselves as fit as possible to endure the strain of racing.

The length of time for which it is necessary to train for a race depends to a great extent on the condition of the men when they begin, the sort of life they have been leading, and also upon the length of the course which they are going to row. A man who has not rowed for a year or so, and who has led a sedentary life in the interval, will, especially if he is inclined to run to fat, require nearly three months' hard exercise to get really fit, and during the last four or five weeks he must train strictly in the matter of diet, while—to take the opposite extreme—a schoolboy who lives a healthy and regular life, and is always taking exercise, will be at his best after three weeks' or a month's rowing, including a fortnight's abstention from strawberry squashes and other such luxuries between meals.

However much rowing a man may have done, and to whatever extent he may have developed the necessary muscles, he will find that after a few months on an office stool he is entirely out of condition.

Let us consider, then, that we have to begin from the very beginning, and to select our crew from men who are completely unfit. In the first place, they should start by taking a certain amount of hard exercise on their own account, so that they are not utterly out of condition the first time they go out in the boat. It is almost impossible, until one has experienced it, to realise the amount of exhaustion caused by paddling a short distance in an eight, even at a very slow stroke, when one comes from a sedentary life of seven or eight months. A week or so of exercise, consisting of a walk or run before business in the morning, and a row in a tub boat in the evening, will do wonders; and as a rule when a crew starts practice for a race they have got over the first agonies of 'short-windedness.' Their object then, as far as muscular exercise is concerned, is so to work off fat, and increase and harden their muscles, that they may be at their very best on the day of the

race. A University crew practises for ten or eleven weeks, a period which is slightly longer than is necessary to make them physically perfect for racing, although the time is often found to be all too short for the attainment of that proficiency in rowing to which they aspire. By so prolonging the period of practice in order to perfect the rowing it is usually found that the difficulty lies rather in preventing the men from becoming overtrained than in getting them sufficiently fit.

The following is the course which has been usually adopted by Oxford crews, and has been found to answer satisfactorily. During the first fortnight or so, while the order of the crew is unsettled, they do light work. To work hard while the crew is being chopped and changed every day only tends to pull men to pieces, and to increase any individual tendencies there may be towards a faulty style of rowing, such as a crooked swing or uneven leg-work. About seven weeks before the race the order of the crew is, ordinarily, definitely settled, and pressure is put on. In a really hard week they cover between fifty and sixty miles. That is to say, on three days of the week they go twice to Iffley, returning the second time at full speed, covering about five miles in the course of the afternoon; and on the other three days they paddle below Sandford lock, and row hard either to the Black Bridge ($3\frac{3}{4}$ miles) or to Abingdon Lasher ($4\frac{1}{4}$ miles), and then paddle back, covering fifteen or sixteen miles in all.

After three weeks or more of this sort of work the men have got rid of all superfluous fat, and generally lose weight to a considerable extent. They are, in fact, apt to become somewhat limp; but if they show any signs of growing stale work is eased off for a day or so. There is not, however, at this stage of training much tendency towards staleness, as all the work is done at a slow stroke, aud the weather is generally cold and bracing. By this time the period of continuous hard labour is nearly over, and during the last three weeks, while they are at Putney, they row three, or sometimes four, trials over the full

course; but beyond this they only row trials over a distance of a mile and a half or two miles every alternate day, and on the other days do short bursts at a fast stroke. The result of this diminution of work ought to be, and generally is, that they continue to put on muscle without wearing themselves down any finer. Most of the men lose weight during the hard-working period and gain it during the last fortnight. The average man who does not run to fat when he is not taking hard exercise is heavier when he is thoroughly fit to row in a race than he is when he begins training.

The physiological reasons which render necessary a course of training such as is usually adopted are briefly these. The harder the work is the greater will be the consumption of tissue in the body. The human body may in fact be compared to an engine—that is to say, the harder you drive it the more fuel will it require. The movements of the limbs are caused by the liberation of latent force in the body; the liberation of that latent force induces waste of tissue, and so it is that when a man begins to take hard exercise, such as rowing, it is obvious that there is an extra strain put upon the supply of this latent force. This demand is supplied in two ways—by the introduction of food into the stomach, and of oxygen into the lungs.

Let us first consider the question of diet. It is unnecessary in a practical chapter of this kind to enter into a long dissertation on the chemical composition of human food, and the duties performed by the various compounds. It will be sufficient if we say that there are several forces exerted in keeping the body in its best state of health, and that the different chemical compounds of food are required to supply these forces. Some foods consist principally of one of these compounds and some principally of another. Our object, then, in training is so to regulate our diet that the food taken consists of the mixture of those compounds best calculated to maintain prolonged violent muscular exertion. If the average oarsman were asked why, when in training, he ate this and avoided that, he

would probably reply that one was good for him and the other bad. If you asked why it was good or bad he would probably refer you to his coach, who had told him so, and in nine cases out of ten the coach would tell you that he had merely obeyed the precedent which had always been followed. The fact of the matter is that the art of training has been practised for so long a time that generations of rowing men have found out by experience what is good for them in training and what is not; and the majority, being content to rest satisfied with the results of the experience of their predecessors, are singularly intolerant of those who try to argue the why and the wherefore from a scientific point of view.

This intolerant majority is a very large one, and we must therefore refrain from plunging into scientific details concerning the internal workings of the human body, or from explaining minutely why it is that we differ from the 'raw beefsteak' method of training of olden time on the one hand, and from the eat, drink, and smoke what you please doctrines on the other.

It is impossible to lay down absolutely hard-and-fast rules as to diet in training. Much must necessarily depend on the amount of work done, on the time of year at which the race is rowed, and on the constitutional peculiarities of individual members of the crew. Of late years the rules of diet in training have been much relaxed, and the dinners of a University crew of the present day are absolutely luxurious when compared with the beef and mutton routine of twenty years ago. This gradual introduction of a more variegated diet has been beyond all doubt a beneficial movement, although there is perhaps in some quarters a tendency to go too far. One does, for instance, occasionally see a crew placidly regaling themselves on *entrées* of an extremely indigestible nature, or on dishes which are in themselves wholesome enough, but which have been spoiled, from a training point of view, by a covering of some rich and greasy sauce that cannot fail to be deleterious.

On the other hand, there are still surviving some ridiculous

relics of the old-time prejudices. One of these is the unnecessarily strict limitation of the amount of liquid that each man is allowed. Can anything be more absurd, if one comes to consider it, than to cut down the drinks of every member of the crew to the same limit? Some of the larger and heavier men work harder and perspire more freely than the others, while, again, most small, spare men scarcely perspire at all. It stands to reason that the former must require more liquid than the latter; and yet in many clubs the ridiculous practice still survives of limiting the whole crew, large and small, fat and thin, to so many pints of liquid a day. There can be no greater error than to allow a man too little drink. It impedes his digestion, makes him heated and sleepless, and prevents him from recuperating after a hard day's work. There is no harm in cutting down drinks rather strictly during the first week or ten days of training, for then the men, being fat, are probably perspiring very freely, and inclined to drink more than is good for them; but after that they are generally to be trusted to judge for themselves. If the coach or captain cannot trust any individual he must settle the matter for him, but, as we have said above, he must be careful not to stint men unnecessarily.

There is one more prejudice which still exists, at Oxford at any rate, which in our opinion should be abolished. The crew usually lunch about one o'clock, and have generally returned from their row by half-past five. They do not dine till half-past six or a quarter to seven, and during that hour they simply sit and long for food. The result of this is that when they do get their dinner, they are either so exhausted as to be unable to do justice to their meal, or, as is more often the case, so famished that they can scarcely help over-eating themselves, and their digestions suffer accordingly. In all such cases as this the men should be allowed a cup of weak tea and a piece of toast immediately they come in from rowing. It will keep them from over-exhaustion, as also from eating too much dinner, and at the same time help their digestion.

We have now discussed the necessity of training from two points of view– namely, the need of regulating the amount of

muscular work done, so as to bring the muscles to that state in which they will best perform their allotted task on the day of the race, and of deciding the quantity and quality of food and drink consumed so that the body may be able to undergo prolonged hard exercise without undue exhaustion. There remains one more reason why a gradual course of training is essential. It is extremely dangerous to put a sudden strain on the breathing power of the lungs unless they have been duly prepared for it by continuous practice. An ordinary healthy man breathes from fourteen to eighteen times in a minute (at each breath he inhales from 30 to 35 cubic inches of air), and during that time his heart beats about seventy-two times. The oxygen in the air which he inhales has to oxidise or purify a certain quantity of blood, and in so doing gives off a certain quantity of carbonic acid gas which he then exhales. When rowing a fast stroke he breathes from thirty-five to forty times, and his heart beats from 110 to 120 times, a minute. It is obvious then that, if a sudden strain is thrown on the heart and lungs when they have not been gradually prepared for such work, this process of oxidation is checked, and a sensation of breathlessness and exhaustion produced by the lungs becoming overcharged with blood, or by the blood being circulated through the body in an impure state. The heart and lungs cannot establish that reciprocity of action which is necessary if this breathlessness is to be avoided, unless the work is so regulated that the strain upon them is increased very gradually. In preparing for a boat race, therefore, the work at the earlier stages should be done at a slow stroke, and the rate of stroke gradually increased as the day of the race draws near.

If every man would make a point of training more or less on the principles we have laid down we should seldom, if ever, hear the remark, which is too often made nowadays, that rowing is injurious to the health. It is in scratch races without any previous practice, or immediately after a large and indigestible lunch, that men do themselves harm, and not by rowing at Henley or in the University Boat Race after a proper course of training.

CHAPTER VII

THE UNIVERSITY BOAT RACE

OF the events of the aquatic year there is one which stands far in advance of all others in the interest which it excites all the world over. Every spring the University Boat Race is a leading topic of conversation, and the result is a matter of speculation among those who have any regard for sport in every quarter of the globe. The name of the winner is known and published in America, India, Africa, and Australia before the competing crews have got back to their quarters at Putney; and it is in no small measure due to the interest excited by this race that rowing has attained to the important position which it holds among the various branches of athletics.

Even those who are opposed to athletics as interfering with what they are pleased to consider the sole object of a University education—namely, study—are silenced when they are confronted with the list of honours gained at the University and afterwards by men who have rowed in the Boat Race. There are many, of course, who have not gained high honours, and some who have failed in after life, but it is hardly possible to attribute this failure to rowing; whereas those who have risen to eminence in the Church, at the Bar, and elsewhere—and there are many of them—would be the first to declare that their success in life was to a great extent due to the discipline, self-denial, and power of endurance which they had cultivated in their rowing days.

The first University Boat Race was rowed on June 10, 1829. Some of the letters written during the negotiations

arranging the preliminaries of the match are extant, but it is not quite clear whether the idea originated at Oxford or Cambridge. Wordsworth (afterwards Bishop of St. Andrews), who rowed in the Oxford crew, was the son of the Master of Trinity, Cambridge. When staying at Cambridge he occasionally took an oar in one of the College boats; and a letter written by him to Merivale, of St. John's, in which he describes the probable Oxford crew, is published by Mr. Treherne in his 'Record of the University Boat Race.'

THE FIRST UNIVERSITY BOAT RACE, HENLEY-ON-THAMES, 1829

The first official account of the negotiations preceding the race is a letter to Staniforth, of Christ Church, from his old schoolfellow Snow, of St. John's, stating that a meeting of the C.U.B.C. had been held on February 28, 1829, and proposing a race in the next Easter vacation. It was eventually arranged that the race should be on June 10, and when it took place it aroused considerable enthusiasm amongst those who were interested in athletics, although it was many years before 'the University Boat Race' became as famous as it is now.

The scene at Henley on the occasion of the first Boat Race

has been often described, and the original description of those who were present has probably been considerably embellished by subsequent writers, so that it is not easy to say how much truth there is in the stereotyped account of that memorable day which crops up almost every spring in some magazine or newspaper. The road from Oxford is described as crowded with vehicles of every kind, and the throng which witnessed the race is in latter-day stories assuming vast dimensions. It is probable, however, that a considerable number of Oxford men did take advantage of the fact that Henley was within comfortable driving distance, and that there were more people on the tow-path than had ever been gathered together before to see a boat race.

The race was rowed from Hambleden to Henley Bridge. A foul occurred shortly after the start, and the boats returned to their stations to be started again. At the second attempt Oxford led from the first and won easily.

In spite of the great success with which the first University race passed off, it was some years before another match was arranged. Negotiations were opened several times between the boating men at the Universities, but it was not until June 1836 that the second race took place. The course was from Westminster to Putney, and the result an easy victory for Cambridge. It was in this race that Cambridge first wore light blue. The story goes that just as they were getting out their boat for the race one of the crew observed that they had no colour in the bows, and, while they were discussing what colour they should carry, a friend ran over to a shop which was close by and bought them a piece of Eton blue 'for luck.'

In 1837 and 1838 there was no race between the Universities, and the C.U.B.C. occupied their time by rowing a match in each of these years against Leander, Cambridge winning both. In 1839 the O.U.B.C. was founded, and the third University race was rowed from Westminster to Putney. Cambridge, owing chiefly to the superior organisation of their boat club, were successful. In 1840 Oxford were again beaten

over the same course; but the fact that the institution of the O.U.B.C. had made rowing more popular, and their attempt to emulate the superior style which Cambridge had shown in the preceding year, enabled them to make a much closer race of it. In 1841 there was some difficulty in arranging a match, as Oxford wished to row in June, while Cambridge held out for the Easter vacation. Eventually the latter had their way, and in the race Oxford suffered a fourth successive defeat.

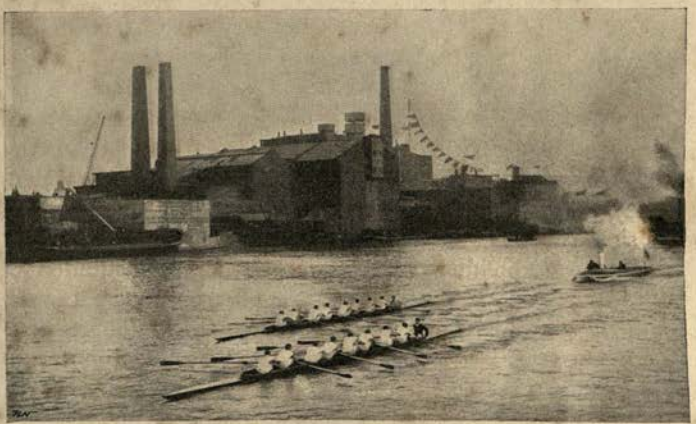
The tide of Cambridge victory turned in the next year. It was the general impression that not only the organisation but the science and style of Cambridge were so much superior to those of Oxford that the latter could never hope to win again. But things had taken a turn for the better at Oxford. Several of the rowing men, and principally Mr. Fletcher Menzies, of University College, realised that the style which was taught by their professional coaches was radically wrong. Menzies advocated the style which is described in Chapter II., and which has since been accepted as the only true one; he also recommended the abolition of professional, and the institution of amateur, coaches. He received the warm support of Mr. Shadwell, who had migrated from Cambridge in the previous year. Shadwell and Menzies met with some opposition; but in the autumn of 1841 the latter was elected President of the O.U.B.C., and at once effected a radical change.

The race was rowed from Westminster to Putney on June 11, 1842; and although Cambridge, who had five of their victorious crew of 1841, were hot favourites, Oxford led from the start and won by six lengths.

For the next two years there was no University match; but at Henley, in 1843, Oxford won the famous 'seven-oar' race against the Cambridge Subscription Rooms; and in 1844, at the Thames Regatta, they defeated Cambridge for the Gold Cup. At Henley they also carried off the Grand Challenge Cup.

In 1845 the race was rowed for the first time from Putney to Mortlake. For some time past the increase of traffic had made the water between Westminster and Putney very un-

pleasant, and when Oxford suggested that the change should be made, it was gladly accepted by Cambridge. The recent successes of Oxford had rendered them over-confident, and they neglected some of the rules of training which they had learnt under the *régime* of Shadwell and Menzies. They were consequently somewhat easily defeated. The next year (1846) was the first in which outrigged boats were used. The race was rowed from Mortlake to Putney, and, after a good race, Cambridge were victorious by three lengths.



THE UNIVERSITY BOAT RACE (1895) NEAR HAMMERSMITH

No races were rowed in 1847 or 1848, but in 1849 the Universities made up for this deficiency by two races. The first took place in March, and resulted in a win for Cambridge, who, owing to superior condition rather than superior style, rowed their opponents down after being led for more than two miles. The second followed on December 15, and is notable as the only occasion upon which the race was won on a foul. Cambridge led at first and took Oxford's water, they refused to give way when Oxford gained upon them, a collision occurred, and the umpire unhesitatingly disqualified the Light Blues.

In 1852 the race—1850 and 1851 were blanks—was rowed in the Easter vacation, and Oxford, with a very fine crew (for tradition has handed it down that 'Chitty's crew' was a model of excellent style), won very easily.

In the next year it was again found impossible to arrange a match at Putney, although the Universities met at Henley for the Grand Challenge Cup, when Oxford, with the inside station, won by eighteen inches. In 1854 the race was rowed on April 8, and resulted in an easy win for Oxford; and in 1855, owing to the abnormal frost, which made practice impossible from January to March, there was another hiatus in the list. 1856 is notable, as from this date it was arranged that the University Boat Race should be an annual event, taking place during the Easter vacation. In this year Cambridge won by half a length, after a magnificent race; but in 1857 Oxford turned the tables upon them and won somewhat easily. In 1858 Cambridge were successful again, the consummate ease of their victory being attributed to the fact that the Oxford stroke caught a crab soon after starting and twisted his rigger.

The race of 1859 is a memorable one. It was rowed on a very rough, stormy day, and both boats began to ship water from the very start. Oxford went away with the lead, but it was all that the two crews could do to struggle against the gale. Cambridge, although some way behind, stuck manfully to their work until they got to Barnes, where they gracefully sank, and their opponents just managed to struggle home. This was the only occasion upon which one of the crews has been completely overcome by the elements. There have been several days upon which it has been prophesied that the boats could not possibly get through, but partly owing to the extra buoyancy of modern racing-boats, which are canvas covered and practically water-tight at the bow and stern, and partly to the quite modern device of putting bladders or sponges under the thwarts, and so preventing the water from running to the stern every stroke, they have always managed to keep afloat.

The Boat Race of 1860 was rowed at 8.15 A.M. on March 31,

and, although the contest was a close one, Cambridge only winning by one length after a hard struggle, the time, 26 min. 5 sec., was the slowest on record. This is accounted for by the fact that the start was delayed by the unruly behaviour of the steamers until after the tide had turned, while the wind was foul nearly all the way.

Up to this period honours had been more or less equally divided, and although Cambridge were three races to the good there had never been any long series of victories for one University. But from 1861 to 1869 inclusive Oxford were successful, and people began to declare that Cambridge could never win again. In 1861, 1862, 1863 and 1864 Oxford led almost from the start and won very easily. The race of 1865 was a sensational one, as it had hitherto been believed that a crew which obtained a substantial lead by Hammersmith Bridge could not lose, except by an accident. Lawes, the Cambridge stroke, dashed off at 44 to the minute, a rate which he attempted to maintain all the way. Oxford started at 38, with the result that they were more than a length behind at the Point. At Hammersmith Bridge Cambridge were more than two lengths ahead; but Meredith Brown, the Oxford stroke, never bustled his crew, and slowly but surely rowed Cambridge down. Just beyond Chiswick Oxford forged ahead, and in the end won easily by three lengths. The race of 1866 was a hard-fought one for more than half the course, both crews being considered well above the average of the previous few years; but in the end Oxford won by three lengths. 1867 was remarkable for a very close finish, the boats never being clear the whole way. The Oxford stroke, who had been overburdened with cautions not to flurry his men, never rowed more than 34 to the 40 of Cambridge, and at the 'Ship' Oxford were only a few feet ahead. Here, however, the leaders quickened up for the last minute, and won by rather more than half a length. In 1868 Oxford again won very easily; but in 1869 Cambridge made a noble effort to turn the tide of ill fortune which had followed them for so long, an effort which in the

next year proved successful. In the first place, they realised that their style was far from ideal, and secured the services of Mr. George Morrison, the famous Oxford coach, to lead them back to the right path. Mr. Morrison, although he had not very good material to work upon, was lucky in selecting as stroke no less a person than the late Mr. J. H. D. Goldie. Cambridge were unfortunate in practice, and had to put in an untrained man at the last minute owing to the sudden illness of one of their crew. In spite of this drawback they managed to lead for more than half the distance, and it was only the superior training of Oxford which enabled them to row down their opponents after Chiswick and gain the last of their series of victories by three lengths.

In 1870 Cambridge at last succeeded in turning the tide of Oxford victory. Mr. Morrison again coached them, and Goldie occupied the stroke thwart. Oxford were favourites, probably owing to the fact that their nine successive wins made people regard it as almost impossible that they should lose; but after a good race to Chiswick, Cambridge went ahead and won by more than two lengths. Now that the Cambridge ill luck had once been overcome they won five years in succession. In 1871 they were a length in front at the finish, after a very good race all the way; and in 1872 Goldie rowed for the fourth time and gained his third consecutive victory somewhat easily. In 1873 both crews used sliding-seats for the first time, and Cambridge, who led from the start, won by three lengths. The next year (1874) Cambridge again won somewhat easily; but in 1875 Oxford sent up a really good crew, and the verdict was in their favour by half a minute. In 1876 Oxford made a great mistake by placing Mr. T. C. Edwards-Moss at stroke, the boat being specially rigged to enable him to row on 'bow-side.' Edwards-Moss was one of the best 'sevens' that ever held an oar, but as a stroke he did not shine, while Marriott, who rowed seven to him, afterwards proved himself an excellent stroke. By thus transposing their two best men they placed themselves at a great disadvantage, and Cambridge,

who were a good crew, had no difficulty in winning by some five lengths. There had never so far been a dead heat, but for the only time on record the race ended thus in 1877. Cambridge led at the start, and were nearly clear at Hammersmith. Oxford, however, gained from the outside station all round the Surrey bend, and, catching their opponents above Chiswick, were clear at Barnes. Off the White Hart bow in the Oxford crew sprung his oar, and Cambridge, at once beginning to come up hand over hand, just succeeded in passing the post level.

The Oxford crew of 1878 is declared by those who watched it in practice and in the race to have been one of the best University crews ever sent to Putney. They were opposed by a good Cambridge eight, but nevertheless succeeded in winning very easily. In 1879 the crews were both below the average, and Cambridge, who led from the start, won by three lengths. Oxford won in 1880 and 1881, after fairly well-contested races to half-way; and in 1882, meeting a poor Cambridge crew, they won by eight or ten lengths. The race of 1883 was the greatest upset of public form ever known. Cambridge were hot favourites, odds of 5 to 1 being laid on them on the day of the race. The start, which took place in a snowstorm, was bungled, several men in each boat failing to hear the word. West, the Oxford stroke, seized the opportunity to dash off at 43 to the minute; Cambridge, becoming thoroughly demoralised, were outpaced from the start, and beaten by three or four lengths. In 1884 Cambridge won by some three lengths, and in 1885 Oxford, with a crew which was the heaviest that had rowed up to that time, won by a similar distance. The race of 1886 was one that will ever be remembered by those who were fortunate enough to watch it from the steamers. In the first place, there was considerable discussion as to how Hammersmith Bridge, which was being repaired, should be 'negotiated.' Both eights had tried to race through with scratch crews, but the temporary archway was so narrow that on each occasion a collision had occurred. Eventually it was decided that, as in all probability the boats would not be level at that point, they would risk it.

The umpire carried spare sets of oars on his launch, it being intended to restart the boats if a collision occurred, and finish some way above Mortlake. As it turned out the crews raced through the bridge absolutely level, with a few inches to spare on either side—as fine a bit of steering as has ever been seen. Above Hammersmith, Oxford, who had the inside of the bend and were a better crew in rough water, began to go ahead, and by Barnes Bridge the race seemed to be all over, as they were then fully three lengths in front. From this point, however, Cambridge, whose stroke was Mr. F. I. Pitman, began one of the most brilliant and prolonged spurts on record. From the Bridge to the finish (nearly 3 minutes) they rowed at a rate of over 40 per minute ; Oxford, who had taken their water, were obliged to sheer out, and before they were straight again Cambridge were alongside. At the Brewery the boats were nearly level, and Cambridge, who a few minutes before had appeared to be hopelessly out of it, won by two-thirds of a length.

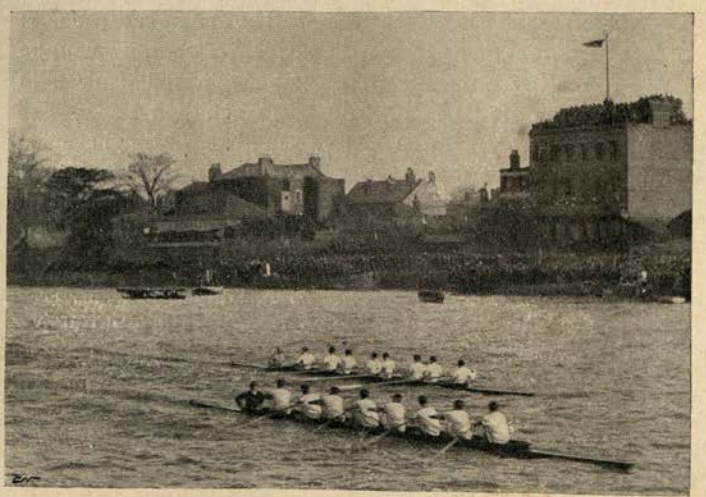
In 1887 it looked at Barnes as if Oxford had almost a chance of repeating the performance of Cambridge in the preceding year. They were perceptibly gaining, and little more than a length and a half behind, when their No. 7 put an end to any chance they had by breaking his oar.

The Cambridge crew of 1888 was a very fast one, their leg-work and sliding being superior to any that had been seen before. They met a weak Oxford crew, and won with the greatest ease. In 1889 they were represented by exactly the same crew, and again won, although not so easily as in 1888.

In 1890, although Cambridge were favourites, Oxford won, and began another long series of victories. The race was rowed against a gale of wind. Cambridge led until beyond Hammersmith, when Oxford, who had throughout rowed longer and slower, gradually overhauled them, and passed the mark first by a length. In 1891 Oxford were strong favourites, but they barely succeeded in justifying public opinion, as the

boats were never clear from start to finish, and in the end they only won by half a length.

In 1892, chiefly owing to the crass ignorance of some of the reporters of the sporting papers, who miscalculated the times taken by the crews rowing over the course on the same tide, Cambridge were made favourites, but in the race Oxford, who were a fast crew, led from the start and won very easily. Oxford won in 1893 by over a length, after a good race to



THE UNIVERSITY BOAT RACE (1890) MORTLAKE

Chiswick ; and in 1894 and 1895 they won comfortably. The race of 1896 was a very close one, Oxford repeating, on a minor scale, the performance of the Cambridge crew of ten years before. There was nothing to choose between the boats for more than a mile, when Cambridge, who had the Surrey station, began to draw away. All round the bend Cambridge, having better water and the inside of the corner, increased their lead until they were more than a length and a half ahead at Chiswick Church. From this point Oxford gradually began to gain.

They were overlapping at Barnes Bridge, level at the upper end of the Brewery, and won by less than half a length. It was a fine performance on the part of the winning crew, and particularly disheartening for Cambridge, after so many years of defeat, to lead the whole way and be caught on the post. In 1897 Oxford, with a very strong and fast crew, won without difficulty.

Such, then, is the history of the various matches between the two Universities up to the time of writing. In addition to the races mentioned above, they met on several occasions prior to 1860 in contests for the Grand Challenge Cup at Henley; but as these cannot fairly be described as University Boat Races, they have not been included in this chapter.

It will be seen that up to the year 1890 honours were not far from being equally divided between the two Universities. Since 1890 Oxford have won nine races in succession. Various causes have been suggested for this continued run of ill luck at Cambridge. The large number of ready-made Eton oars who have gone to Oxford, the dissensions and lack of combination between the Cambridge College Boat Clubs, the unfavourable state of the Cam for rowing, and other reasons have been put forward in explanation of their defeats. Cambridge have, however, produced excellent crews in former years under the same conditions, and there can be no doubt that if they persevere the luck will change in time. It is at any rate the confident hope and wish of all true sportsmen that, with good management and good coaching, they may soon be able to turn out a crew which will succeed in carrying the Light Blue flag first past the post at Mortlake.

The Oxford and Cambridge Boat Race is rowed each year on the Saturday before Palm Sunday, if the tide is suitable, the crews going into strict training on Ash Wednesday. The uninitiated are apt to imagine that the President has merely to pick his crew and practise for a couple of months, and that all the rest is plain sailing. This is by no means the case. The Boat Race represents a full year's work. At Oxford the

President is elected at the meeting of the O.U.B.C. during the first week of the summer term. He holds office for a twelvemonth, resigning at the corresponding meeting in the next year. At Cambridge his tenure of office is practically the same, but he goes through the form of re-election at the beginning of each term.

Directly the President is elected his work for the next Boat Race begins. He watches carefully all the crews practising for the Eights at Oxford or the May Races at Cambridge, carefully scrutinising the rowing of any likely men for next year's crew, and taking mental notes of their work and staying power when they are rowing courses in their College boats. At Henley, too, he has to keep his eye on any College crew that puts on for the Grand or Ladies' Plate, carefully noting anyone in the Eton or Radley crews who is coming up the next term.

At the beginning of the October term he sends round a printed form to the captain of each College boat club, who has to fill it in with the names of at least two candidates for Trial Eights. Each one of the men whose names are so sent in is tried for one day or more. In addition to these, the President takes out anyone whom he may have considered promising during his observations of the previous term, and whose name the College captain does not happen to have sent in. The President, who is usually assisted by the Secretary or some other old Blue, takes out one Trial Eight, or if possible two, every afternoon. Those who are considered 'impossible' for the next Trial Eights or 'Varsity crew are only tried once or twice, but the more promising men are taken out and carefully coached day after day. After the University Fours race has been decided, and the men engaged in that event are free to row in trials if required, two crews are picked up. These practise for about a fortnight or three weeks, men being frequently changed from one crew to the other in order to make them as equal as possible.

The Trial Eights race takes place at both Universities at the end of November or beginning of December. The

Cambridge race is rowed on the Ouse at Ely, and the Oxford one on the Thames at Goring, the Ely course being considerably the longer of the two. It is impossible to overrate the importance of good management and careful coaching of Trial Eights during the October term. It is here that the presence or absence of a clear-headed and painstaking President has the most marked effect on the prospects of the University in the coming boat race. Ready-made experienced oars are, of course, a blessing to him on whom the duty falls of making up a University crew; but a great deal more than most men suspect can be done with a strong, willing, and fairly intelligent novice between October and March, if he is well looked after. All such men should be the objects of special care on the part of the President, even when he considers that he will have ample material for his crew next spring. If one of the heavyweights, on whom he had relied, fails him when he comes to get his crew together, he will either have to put in an inexperienced man of the same weight, who, if he has not been carefully coached in trials, will keep the whole crew back and do more harm than good, or else he will have to put up with some lighter man who is not strong enough for the place. Many men have appeared hopelessly clumsy and incompetent in October, but, owing to good coaching in the Trial Eights, have performed very creditably in the University boat the next spring.

After the Trial Eights race the President has, or ought to have, settled the outline of his crew for the next term. It is usual—and rightly so—for him to secure the attendance at that race of anyone who is going to coach or assist him in making up the crew, and if the race is a close one there is generally a very fair opportunity of judging the capabilities of the candidates for the 'Varsity eight.

The practice for the University Boat Race begins in the middle or at the latter end of January, about ten weeks before the date fixed for the contest. For the first fortnight no very heavy work is done. As a rule the President does not row to

begin with, but occupies himself with the coaching, his chief endeavour being to get the men settled into their final order as soon as possible.

After a fortnight or so the places of the crew are more or less fixed, the President gets into the boat, and the coaching is taken over by some old oarsman who has been good enough to accept that arduous task.

The duties of the coach of a University eight are no light matter. He daily accompanies the crew in their work, and every day until the last week or so of practice every man is, or ought to be, taken out in a tub pair for twenty minutes or so. In addition to this, he has to watch carefully the effects of the rowing upon his crew individually and collectively, and to regulate accordingly the work they are to do. He must also have at his fingers' ends, or at any rate in his note-book, the exact measurements of each man's work, the height of seat, &c., as detailed more fully in the chapters on 'Training and Coaching' and 'Boats and Oars.'

Opinions differ as to the best way of arranging the coaching during the long preparation for the University Boat Race. Some are in favour of having one coach to take the crew right away through from start to finish; others consider it advisable to divide the period between two, or even three. A great deal, of course, depends upon what sort of man the coach is, and upon whether the President can obtain a good substitute if he considers a change advisable. It is probable, however, that, whoever the coach may be, he will at the end of a month or so be inclined to become blind to some of the faults, and that the men will after that time rather weary of his voice, and be apt to grow inattentive. A change of coaching will in most cases be found beneficial, if there are enough good coaches to be procured. This plan has been adopted for some years by Oxford with marked success.

After the first three weeks the work done by the crew is gradually increased, and about six weeks before the race they enter upon the most laborious part of their practice. They go

VARSITY CREW PRACTISING AT OXFORD

into strict training for rather more than five weeks before the race, and for some time after this they do really hard work.

About three weeks before the race the crews leave the Universities. Sometimes they go straight to Putney; sometimes they spend a week practising on the upper reaches of the Thames before putting in an appearance on the tideway.

As the day of the race draws near the work is slackened off; in fact, after the crews arrive at Putney the severest part of the training is over. The mere fact that all their work is keenly criticised and watched gives the men fresh stimulus. Every trial rowed over the whole or part of the course is reported in detail in the daily papers, and conclusions as to merits or demerits are drawn by the writers from the times occupied. These conclusions are, more often than not, lamentably incorrect; and it is a very unfortunate thing that so many of the reporters whose accounts have to be relied upon by rowing enthusiasts all over the country are not only painfully ignorant of the principles of rowing, but are also lacking in experience to such an extent as to be utterly unable to make reasonable allowances for the variations of wind and tide.

It is by no means easy to make these allowances correctly, especially for men who have not had great experience in such matters. In the first place, the force of the wind must be accurately judged. If it is blowing against the crew, it is obvious that the harder it blows the more it will impede them. If it is blowing with them, it is, on the contrary, an assistance up to a certain point; but a strong following wind makes the water rough, unsteadies the bodies, renders the boat difficult to sit, and so does more harm than good. A man of moderate experience can generally make a fair guess as to what the effect of the wind will be on the time occupied over the course; but the result of the variations of tide is much more difficult to judge. In addition to the ordinary differences of spring and neap, it will run one day fast and another day slow for apparently unaccountable reasons, probably according to the direction and force of the wind in the English Channel. Its pace

can only be judged by the pace of tugs and barges working with and against it, or, better still, by watching the logs and rubbish carried along by the current, which are not so much affected by the wind.

Thus it will be seen that an experienced man can form an estimate, which will be approximately correct, as to whether the conditions of wind and tide are advantageous or the reverse; but it is only by watching the rowing with the greatest care (an item which is generally overlooked by the ordinary reporter) that a true estimate can be formed of the merits or demerits of any particular trial.

There is nothing more irritating than to watch a University crew row a course in which they show form far below their capabilities, and to see it eulogised in the next morning's paper as a magnificent performance, simply because, wind and tide being favourable, they have accomplished a fast time. In the same way the friends of one University are often disheartened by seeing a report that their crew are hopelessly bad and slow, when, as a matter of fact, they have rowed very creditably against adverse conditions.

During the last ten days of practice little or no real hard work is done, short bursts at a fast stroke or spins with scratch crews are the order of the day. A comparison of the pace of the two crews as shown in these races against scratch teams often gives a better idea of their respective chances in the coming race than do their times over the course. Many crews that do well in long practice rows by themselves get flurried and short when they have another boat alongside them, while others race a great deal better than they row in practice. It must not be forgotten that these scratch crews vary considerably in strength, and that one composed of old University oarsmen who come straight from an office desk, and who have not done any hard work for some time, is usually slower than one composed of young and comparatively unknown members of he metropolitan clubs who are still 'in active service.'

The race, as every one knows, is rowed from Putney to

Mortlake on the flood. It is generally timed to start rather more than an hour before high water, so that the crews may get the advantage of the best of the tide. The course is always admirably kept. Prior to the Thames Conservancy Acts, one reads of the start being almost every year delayed by unruly steamers, and on several occasions the difficulties of steering were increased by barges proceeding up and down the course while the race was in progress. Now, however, the Thames Conservancy manage everything in an excellent manner. Putney Bridge is closed for all traffic nearly an hour before the time fixed for the start. Only four steamers and a launch are allowed to follow the race. The launch carries the umpire, who for the last year or two has taken with him the coaches of the two crews. The 'Umpire' steamer carries old Blues. About thirty tickets are allotted to each President, and these are sent to the first thirty old University oarsmen who apply. The 'Oxford' and 'Cambridge' steamers carry members of the Universities; and the fourth steamer is labelled 'Press,' one ticket being allotted to each of the more prominent newspapers.

About half an hour before the start the Presidents toss for choice of station. The winner of the toss nearly always takes the Surrey side; for, although the start and finish are parallel, the long bend in favour of that station begins just about the critical point of the race if it be a close one, the sharpness of the turn at Harrod's Wharf, and again after passing Hammersmith Bridge, conferring a distinct advantage on the boat that has the inside berth. There are days, however, when the Middlesex station is considered to be the best if the wind is blowing strongly off that shore, owing to the shelter afforded by the Fulham embankment for the first three minutes.

The crew of the University which was unsuccessful in the preceding year, and is therefore the challenger, is always the first to come out to the starting point, and they are generally followed almost immediately by their opponents, although there have been occasions when the challengers have been kept

waiting for nearly twenty minutes in the cold—a most inconsiderate proceeding on the part of the challenged.

There are few things more exciting to watch than the start of a University Boat Race. The boats start from two skiffs, which are moored about a hundred and fifty yards above Putney Bridge (the winning-post being a similar distance above the 'Ship' at Mortlake). The launch which carries the umpire is moored directly behind the starting skiffs, and the four steamers which follow the race are ranged two on either side. There are few who can stand on the deck of one of these steamers and watch the crews paddle down to the start, each loudly cheered by the dense crowds on the bank, without experiencing a certain indescribable feeling of excitement—an excitement which makes the course seem as short to the spectator as it seems long to the participants in the race.

Impartial judges, who have seen a great many boat races, are agreed that the standard of University rowing has considerably improved during the last twenty years. It is necessary to lay stress on the word 'impartial,' as there are many rowing critics of the present day who were taught to row on fixed seats, or in the earliest days of slides, to whom a straight back is still a *sine quâ non*. These worthy people are so imbued with admiration of those who were considered ideal oarsmen in their time that they cannot or will not believe that many of the somewhat ungainly-looking performers of the present decade are better workmen and do more to propel the boat than did some of the heroes of the 'sixties' or 'seventies.' The average University crews of twenty years ago were no doubt neater and more graceful to look at than those of to-day; but the tides ran as fast and the winds blew as hard then as they do now, and yet the times accomplished over every part of the course of late years have been considerably faster than they used to be. So much better are recent times, that it is impossible to attribute them entirely to the embankments which make the tides run faster, or to improvements in boats or oars, especially when we take into consideration the fact that the best judges declare

the lines of the racing boat of 1897 to be scarcely, if at all, superior to those of the boats of thirty years ago. 'Do you call *that* a good man?' said one of these veterans, referring to one of the best heavy-weights in the 1897 Oxford crew. 'Why, look at his back!' The answer was obvious: 'Look at his blade!'

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CHAPTER VIII

HENLEY REGATTA

ON March 20, 1839, the following notice was posted in Henley :—

A public meeting will be held in the Town Hall at Henley-on-Thames, at two o'clock in the afternoon of Tuesday, March 26, to take into consideration the best means of establishing an Annual Regatta on the Henley Reach. The chair will be taken by Thomas Stonor, Esq.

On March 26 the meeting was duly held, and four resolutions were adopted. They were as follows :—

1. That from the lively interest which has been manifested at the various Boat Races which have taken place on the Henley Reach during the last few years, and the great influx of visitors on such occasions, this meeting is of opinion that the establishing of an Annual Regatta, under judicious and respectable management, would not only be productive of the most beneficial results to the town of Henley, but from its peculiar attractions would also be a source of amusement and gratification to the neighbourhood and the public in general.

2. That a subscription be forthwith entered into for the purchase of two Cups (or pieces of plate), of such value respectively as the Stewards shall think fit, the one to be rowed for by Henley amateur crews in four-oared boats, to be held by the winners as a Challenge Cup, and rowed for annually on the Henley Reach ; the other to be rowed for by amateur crews in eight-oared boats, to be also held by the winners as a Challenge Cup, open to all challengers, and rowed for annually on the same Reach, subject to such rules as may be made or approved of by the Stewards appointed for the regulation and management of the Regatta.

3. That Thomas Stonor, Esq., Wm. P. Williams-Freeman, Esq., Wm. Fuller Maitland, Esq., Charles Lane, Esq., Edmund

Gardiner, Esq., and the Mayor of Henley-on-Thames for the time being, three of whom shall be a quorum, be appointed perpetual Stewards for the regulation and management of the Regatta, and all the affairs connected therewith, with power to add to their numbers as they, from time to time, shall think fit.

4. That a Committee of fourteen persons (five of whom to be a quorum) be appointed to assist the Stewards in preparing rules, receiving subscriptions, and in conducting the general business of the Regatta.

Thus the foundations were laid of Henley Regatta. But before things could be placed on a working basis the Stewards had a troublesome task before them in the drawing up of rules and in the arrangement of practical details. For the advancement of this purpose a Mr. Nash, who had been one of the chief promoters of the general scheme and was one of the first joint secretaries of the Regatta, was sent to London to interview various boat-builders and others interested in rowing. Thence he wrote a long letter to the Stewards on the subject of his investigations. By the boat-builders he had been unanimously referred to a Mr. Lloyd, of Lambeth, described as 'the late secretary of the Leander Club,' as the person best qualified to afford him information with regard to the drawing up of rules for the regulation of the intended Regatta. Mr. Bishop and other members of the Leander Club were also consulted. As a result a number of rules were drafted, which, after they had been discussed and considerably amended by the Stewards, were eventually published in the following shape. We give them here in full, because in some respects they differ so curiously from the rules in force to-day. Later in this chapter reference will be made to the more important changes that have since been introduced.

RULES OF HENLEY REGATTA

Resolutions of the Committee

May 1, 1839.

That a Silver Cup, value 100 guineas, to be called the 'Henley Regatta Grand Challenge Cup,' be rowed for on the Henley Reach

annually by such amateur crews in eight-oared boats as may be duly entered and qualified, and be held by the winner on the terms specified in the following rules :—

1. That any crew composed of members of a College of either of the Universities of Oxford, Cambridge, or London, the Schools of Eton and Westminster, the officers of the two brigades of Household Troops, or of members of a club established at least one year previous to the time of entering, be considered eligible.

N.B.—For the present year all amateur clubs established prior to the 1st of May will be permitted to enter.

2. That every boat shall be steered by an amateur member of the club or clubs contending for the Cup.

3. That all questions of eligibility, qualification, or construction of the rules be left to the Stewards, whose decision shall be final.

4. That notice be given to the Secretaries of the Regatta of any club intending to compete for the Cup, with the names of their Captain and Secretary, on or before the 25th day of May, and notice thereof shall also be given by the Secretaries of the Regatta to the holders of the Cup, and to the challengers, of the number and names of the competitors.

5. That any objections to clubs entered shall be made in writing to the Secretaries of the Regatta on or before the 1st day of June, and the acting Stewards shall investigate the grounds of objection and decide thereon on or before the 8th.

6. That the sum of 5*l.* 5*s.* entrance money be demanded from the crew of each boat competing for the Cup, to be paid on the day of entry.

7. That the entrance money be applied towards a fund for defraying any expenses incidental to the Regatta, and to the purchase of medals for the crew of the winning boat.

8. That the distance rowed be one mile and a half, commencing near the Island and terminating at the Bridge.

9. That in the event of there being more than two challengers, they shall row a trial race or races under the arrangement of the Stewards, over the same course, and the winner or winners of such trial race or races shall contend with the holders of the Cup within two days at the discretion of the Stewards, but that no more than three boats be permitted to contend for the Cup in the grand race.

10. That the Cup be delivered to the captain and crew of the winning boat on the day of the race, who shall subscribe their names to a document to the following effect :

'We, A, B, C, D, &c., the Captain and Crew of the " " and members of the Club (or College), having been this day declared to be the winners of the Henley Regatta Grand Challenge Cup, and the same having been delivered to us by E, F, G, H, I, K, &c., the acting Stewards of the Regatta, do hereby individually and collectively engage to return the same to the Stewards on the annual entrance day in accordance with the conditions of the annexed rules to which we have also subscribed our respective names.' The Stewards, on the return of the Cup, to retain it until the ensuing contest shall be decided ; but in the event of no contest taking place the Cup to be restored to the former holders on the same terms as winners.

11. That an Umpire be chosen by the Stewards.

12. That two boats contend (*bona fide*) for the Cup first year or no race.

13. That the competitors toss for stations.

14. That no fouling be permitted.

15. That, if there be four challengers, the names of the boats shall be written on separate pieces of paper and thrown into a hat, and the two first drawn therefrom shall contend for the first heat, followed at such an interval as the Stewards shall direct by the remaining two boats. The winners of these heats shall, at such an hour as may be convenient, contend for the prize.

16. That the start be directed by the firing of a pistol unseen by the competitors, the Starter or Umpire first asking 'Are you ready?' and if answered in the affirmative, he shall then order or make a sign for the pistol to be fired.

17. Any start made before the report of the pistol shall be deemed a false start, and the boats shall return to their stations for a fresh one.

18. That the Stewards have power to amend and alter the rules as they from time to time shall deem expedient.

JAMES NASH
CHARLES TOWSEY } *Hon. Secretaries.*

These were the rules, as finally published, for the Grand Challenge Cup. For the Town Challenge Cup for four-oared boats the rules were identical with these, except for a qualification limiting competition to clubs whose members should reside within five miles of the town.

The first Henley Regatta took place on June 14th, 1839. As has been shown, one of the primary objects in its institution was the promotion of the trade of Henley ; and this is curiously brought out in the advertisement sheets of some of the newspapers of the day. In one of these, for example, HENLEY REGATTA stands out in bold type across an advertisement column, and is repeated at frequent intervals from top to bottom, very much in the style of a patent pill, while under each headline are set forth, not the events of the Regatta, but the address and wares of some Henley tradesman.

In the earlier years of Henley the crowd of spectators was not on the river, as it is now, but on the banks, and in this first year of the Regatta even the umpire was on the towpath, accompanying the races on horseback. That the crowd on the towpath was expected to be considerable is shown by the following notice, which was posted round the town :—

The Stewards and the Committee, being extremely anxious to afford every possible accommodation to spectators on the banks of the river, and to avoid accidents or injury to any individual, particularly request that no gentleman will attempt to ride on horseback along the towpath during the Regatta except the umpire, who must necessarily ride by the side of the boats during the race.

'Bell's Life' criticises favourably this action of the Stewards, and throws an amusing light on the necessity for the regulation.

We are pleased to find (it remarks) that horsemen will be precluded from riding in the Thames Meadows, for in the Match of 1829 this evil was severely felt, much injury done to the grass, and ladies and visitors put in continual fear from the careless manner in which many of the riders wished to show off their dexterity.

The same paper calculates that from fifteen to twenty thousand persons would be present, but this proved probably a much exaggerated estimate. It also regrets the absence of the Leander Club from the list of entries, and states that their abstention was decided by a majority of one only.

The following is the first list of entries :—

For the Grand Challenge Cup

Brasenose College, Oxford	Exeter College
Trinity Boat Club, Cambridge	University Boat Club, Oxford
Etonian Club, Oxford	Wadham College

For the Town Challenge Cup

Wave Club | Dreadnought Cutter Club
Albion Club

It was arranged that the races should not be rowed till well on in the afternoon, the first trial heat for the Grand Challenge Cup taking place as late as four o'clock, and the final at seven o'clock. The race for the Town Cup was fixed for six o'clock.

In those days there seems to have been a mania for letting off firearms at every available point in the proceedings. Previously to each race a signal gun was fired at the Bridge to clear the course, another when the course was clear, a third at the Island when the boats started, and a fourth at the Bridge to announce that the race was ended. The races themselves, as is shown in the list of rules, were started by pistol-fire. The whole proceedings seem to have been characterised by a spirit of great festivity. 'The bells of the Town church,' we read, 'were ringing the best portion of the day, cannon fired at intervals, and two bands of music on the water played popular airs alternately.'

Another fashion that reads curiously to us in these days was the wearing of elaborately coloured garments, rosettes, caps with tassels, &c., by the competitors. Appearances in these matters seem to have been carefully studied. The accounts of the Regatta contain descriptions of the colours worn. The Oxford Etonian crew, for example, are described as having white guernseys with pale-blue facings and sky-blue rosettes, while Brasenose, whom they met in the opening heat, had blue-striped guernseys, blue caps with gold tassels, and rosettes of yellow, purple and crimson.

On the morning of the Regatta the weather was very wet. 'About eleven o'clock,' says one account, 'the Leander Club

arrived from London drenched with rain. They rowed the distance each heat with the racing boats in good style. About three o'clock the weather cleared in a slight degree, and the spectators, to the amount of 9,000 or 10,000, assembled on the Bridge and on either bank of the river, also in stands which had been erected for the purpose, or on barges on the water decorated with flags.'

The first heat was, as we have seen, between Oxford Etonians and Brasenose, the former winning easily. The second heat was between Wadham and Trinity, Cambridge, the last named being victorious. Exeter and Oxford University appear to have withdrawn. The final for the Grand Challenge Cup thus lay between Oxford Etonians and Trinity, Cambridge (the latter having the inside station), and was magnificently contested. The following is the account given in 'Bell's Life':—

The Etonian Oxford Boat and the Trinity of Cambridge, as the winners of the first and second heats for the 100 guineas Challenge Cup, being entitled to contend in the third or grand heat, they came to their stations at the Island shortly after seven o'clock. It would be impossible to describe the interest which this final struggle excited in the minds of the University gentlemen, hundreds of whom started over to the meadows in order to follow the boats throughout their course. From the fact of the second heat having been rowed in less time than the first,[1] many of the Oxonians conceived that the Etonian crew would come off victorious; but the general betting was 5 to 4 on Cambridge. The heat proved one of the best and severest we ever witnessed. Cambridge had the inside station, and after much caution had been displayed on both sides that neither should have the advantage of the other in starting, they went away in a most gallant and determined style, the partisans of each cheering them in almost deafening shouts as they proceeded. Down to the point each had alternately the lead, but it was so trifling that they may be considered as oar and oar. Shortly afterwards Cambridge, however, evidently had the lead, but their opponents were so very close to them that many considered that the Oxonians

[1] This is presumably a mistake, and should read 'the *first* heat having been rowed in less time than the *second*.'

would eventually prove triumphant. By great exertion, however, and after a tremendous struggle, the Cantabs were declared the victors by half a boat's length. This heat was so beautifully contended throughout that the London gents declared that they would go fifty miles to witness such another one. The distance was rowed by the winners in 8 mins. and about 30 secs. Both crews were evidently 'baked' at the conclusion.

Thus ended the first struggle for the Grand Challenge Cup. The only other event of the Regatta, the race for the Town Cup, was won by the Wave Club, the Albion being second. It is stated that previous to this race 'some miscreants entered the building where the Albion boat was kept and chalked the bottom completely over.' Fortunately it was discovered in time to remedy the defect.

In 1840 the Regatta was extended to two days and a third race was added, the 'District Challenge Cup,' value 50 guineas, for four-oared boats. It was open to amateur clubs belonging to any of the towns of Maidenhead, Marlow, Reading, Wallingford and Henley, established prior to May 1, 1840, whose members should reside within four miles of its respective town. In this year there were nine entries for the Grand, three for the Town Cup, and four for the District Cup. The Regatta was rowed on July 2 and 3, and on this occasion it was ordained that no boat, with the exception of the umpire's, should be allowed to accompany the racing boats during the matches. In the previous year, as we have seen, Leander had rowed up with every race, while the umpire had ridden along the towpath.

This time Leander were among the competitors for the Grand, and, after being lucky enough to win the toss for station three times in succession, eventually won the Cup. Their final race with the holders, Trinity College, Cambridge, is described in 'Bell's Life' as follows :—

The word 'Off' being given, away they went making an admirable race of it for a short distance slightly in favour of the Trinity. One of the Leander crew gave a cheer, and in an instant they made

a burst, gradually drew ahead, and although their opponents worked most manfully at their oars, Leander maintained the lead during the remaining distance, rowing it in 9 mins. 15 secs.

In the race for the District Cup, the new event of the Regatta, a foul occurred. The following is the account in 'Bell's Life,' showing clearly the rule of that day with regard to fouls:—

Between the Dreadnought and the Albion it was understood there existed great jealousy, and they were some time in getting to their stations. Having been placed, the Dreadnought took the lead, obtained the Berks shore, and rowed away beautifully, but could not prevent the Albion bumping them, which was done probably with a view of disabling the Dreadnought's rudder. Happily, however, this failed, and allowed the Dreadnought to go in victors, thus becoming entitled to possession of both the District and Challenge Cups. An appeal was made by the coxswain of the Albion to the umpire respecting the Dreadnought not getting out of the Albion's original course; but on being informed that it was no longer theirs after the others had wrested it from them, and that they (the Albion) ought to have taken the outside if they imagined they could have passed the leading boat, that gentleman instantly declined to urge his objection any further, and at once bowed to the umpire's decision.

Reference has already been made to the elaborate adornments, in the way of club colours, worn by the competitors, but, as a second illustration of this point, we cannot refrain from quoting a newspaper report of this year:—

As the boats on the first day passed the different stands erected for the occasion, which were crowded with beauty, wealth and fashion, great was the anxiety to ascertain the condition of the contending crews, their style of rowing, and to which boat the superiority of their *tout ensemble* should be awarded. The King's College adopted a modification of the London[1] colour which was selected some years since, we understand, when the London gentlemen rowed at Henley against the Oxonians, the King's College crew mounting light crimson, the very colour that the Leander wore in mistake, their proper colour, in fact, being scarlet though entered as red, a dull colour which no tasteful crew would

[1] I.e. Leander.

think of wearing who wished to show off in the midst of a bright green scenery. The Etonians came forth looking like a clear sky, their colours being azure with a silver tassel. . . . The Leander went down first . . . their appearance being very tasteful, 'gay without being gaudy,' and the crew seemed to be in lively spirits, without showing the least levity.

Leander are referred to in the same account as 'London's Pride, the Brilliant Leander.' The average weight of this Leander crew was no more than 10 st. 7½ lbs., while that of the Trinity, Cambridge, crew is given as 10 st. 7 lbs. and a fraction, so that there was hardly any difference in weight, 'although the general opinion was that the Leander gentlemen were heavier and appeared more muscular.'

In 1841 another and a most important event was added to the Regatta, described as 'a new prize, to consist of medals only for the present year, open to amateur crews of all England in four-oared boats.' The same rules and regulations governed this as were in force in the Grand Challenge Cup, with one exception—namely, that for this first occasion clubs would not be required to have been established any given period. This was the foundation of the Stewards' Cup race. In this year the Regatta was held on June 24th and 25th. There were seven entries for the Grand, and three for the open Fours, called subsequently the Stewards', but for the Town and District Cups the Dreadnought Club rowed over.

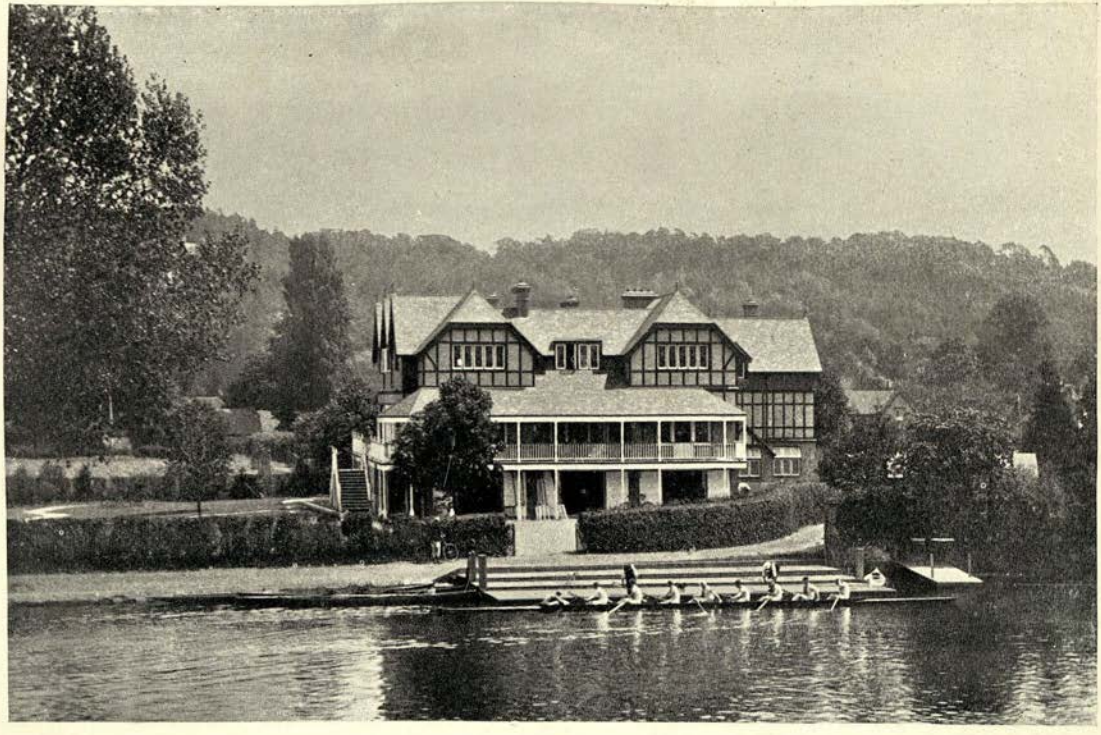
The final of the Grand was between the Cambridge Subscription Rooms and Leander. It was, unfortunately, decided on a foul, and resulted in a good deal of ill-feeling. The account in 'Bell's Life' is as follows :—

> The Leander coxswain, as it is believed overcome by his solicitude consequent upon so interesting and arduous a match, instead of keeping his direct course until his crew had won a decided length ahead, and then selecting his course, too quickly pressed in upon his adversaries and unfortunately fouled their oars, and thus lost the Cup, according to the rule No. 19. The Cambridge instantly tossed their oars, but the Leander continued their course, and in ten minutes from the start reached the Bridge.

Mr. Bishop gave the race to the Subscription Rooms, which caused a good deal of dissatisfaction, but under the rules and customs of the day he was clearly in the right. Mr. Dalgleish, the captain and stroke of Leander, was so confident that his men could beat the Cambridge crew that he offered to make a match for 1,000 guineas a side. Afterwards, it is stated that 'Leander offered to row for "love," but the Cambridge gentlemen refused to row them again, as it was the second time their contests had ended in a similar manner.'

The open four-oared race was won by the Oxford Club, London (the 'Midge'). At the time the winners only received medals as a prize, but subsequently, when the Stewards' Challenge Cup had been made, it was delivered to them, to be returned a few weeks later in time for the Regatta of 1842.

In 1842 there was an unfortunate disagreement between the Oxford and Cambridge crews entered. The Oxford University Boat Club and the Cambridge University Boat Club, who had raced together a week or two previously at Putney, were drawn against each other in the first heat. The Oxford men raised the question as to whether, in the event of the Cambridge University boat being beaten, the London Cambridge Subscription Rooms (the holders of the Cup) could strengthen their own boat by selecting from the University crew. They argued that it was unfair to allow any member of a crew to row for the same prize in two capacities—namely, in that of challenger and also in that of one of the holders of the Cup. The Stewards decided that there was nothing to prevent this being done, and Oxford in consequence withdrew their boat from the contest. Notwithstanding this, the racing for the Grand Challenge Cup in this year was of a remarkably keen character. In the third heat there was a magnificent struggle between the Oxford Aquatic Club and Cambridge University. The account in 'Bell's Life' incidentally reveals the fact that a good eight of watermen could not only row up and down the course all day and keep up adequately with the races, but could fairly row round any amateur crew of the time:—



THE LEANDER CLUB-HOUSE AT HENLEY

The interest of the race was if possible rendered more intense by Mr. Bishop's admirable crew of watermen—assisted by a gentleman of the Leander Club—who had hitherto been rowing in the rear of the competing boats, now attempting with their well-known brilliant and dashing strokes to out-row the wager opposite the Stewards' Stand. It was stem and stem, and 'Well done, Watermen!' 'Now, Cambridge!' 'Stretch out, Oxford!' were among the exclamations. . . . The general belief was that Oxford had carried off the palm of victory; some few felt confident that the race had ended in a dead heat; whilst others asserted the Cantabs had proved triumphant.

Mr. Bishop gave the verdict in favour of Cambridge.

The final heat for the Grand on the following day between Cambridge University and the Cambridge Subscription Rooms was equally exciting. 'It was suspected that the course would be rowed under an arrangement that the crews should only make a glove fight,' but this was not to be. Betting was done at 5 to 1 on the University crew. The University had the worst station, the Subscription Rooms being inside. 'The words "Are you ready?" were no sooner uttered than the most perfect silence was observed, not only among the crews but also the spectators. All the rowers stretched out to gain as long a stroke as possible . . . and, whilst perhaps breathing a vow "to do or die," the word "off" was given. Down went the corks of the line, splash went the oars, the yoke lines tightened, the cutters hissed through the water. . . . On approaching the Stewards' Stand the three boats, holders of the Cup, challengers, and umpire were stem and stem; the shouting was deafening;' and in the end a magnificent race ended in a victory for the Subscription Rooms, odds of 5 to 4 being thus upset.

In 1843 occurred the celebrated victory of the Oxford University Boat Club 'seven oar.' Though so well known, this event is also so interesting that we must be excused for quoting at some length from 'Bell's Life':—

The power of the Oxford University crew and the gallant manner in which they defeated their opponents on the previous

day made them the favourites at 6 to 4, and eventually at 3 to 1, notwithstanding the indisposition of the captain of the boat. . . . He was reported to be much better in the morning, but he still complained of a violent headache. His courage, however, was known to be such that if he could only manage to keep stroke he would take his seat in the boat. At the time appointed he proceeded down to the river side for that purpose, but while waiting for a portion of his crew he was taken seriously ill and fainted. . . . The Cantabs were urged to allow a substitute for Mr. Menzies; but the discussion that took place last year respecting drafting persons from one boat to another, and the withdrawal of the Oxonians from the contest on the decision of the Stewards in favour of Cambridge, were urged as barriers to such permission; and it was also observed that under the stringent rule made last season it could not be permitted, as it would be an act of injustice to the public, who had betted heavily on the match. As some faint hopes were held out that the stroke oar of the University boat might shortly recover so far as to take his place, the Cambridge stated that they would wait an hour for them. On consideration, however, it was deemed highly imprudent to allow Mr. M. to take an oar again, should he even so far recover as to be enabled to do so, and a council of war having been held, and the advice of a certain party taken, the remainder of the men determined to contend with seven oars only, and Mr. Lowndes having taken stroke,[1] and Mr Hughes No. 2, no one being in the bow, they pulled down to the starting-point amid considerable cheering. The Cambridge now appealed to Lord Camoys as to whether they were bound to row against seven men only pulling, and his lordship at once decided that there was no rule to the contrary, and that the Oxonians would certainly become entitled to the Cup should the Cambridge refuse to pull. A difference of opinion evidently existed in the Cambridge boat, some being for rowing and others deeming it inconsistent to contend against seven, for in the event of winning there would be no honour attached to it. They, however, went up to the starting-post under excited feelings, and not at all satisfied with the position in which they were placed. The

[1] This is clearly a mistake, for the final order was as follows: 2, R. Menzies; 3, E. Royds; 4, W. B. Brewster; 5, G. D. Bourne; 6, J. C. Cox; 7, R. Lowndes; stroke, G. E. Hughes; the change that had taken place having been the transference of G. E. Hughes from No. 7 to stroke, and of R. Lowndes from bow to No. 7. The coxswain was T. W. Shadwell.

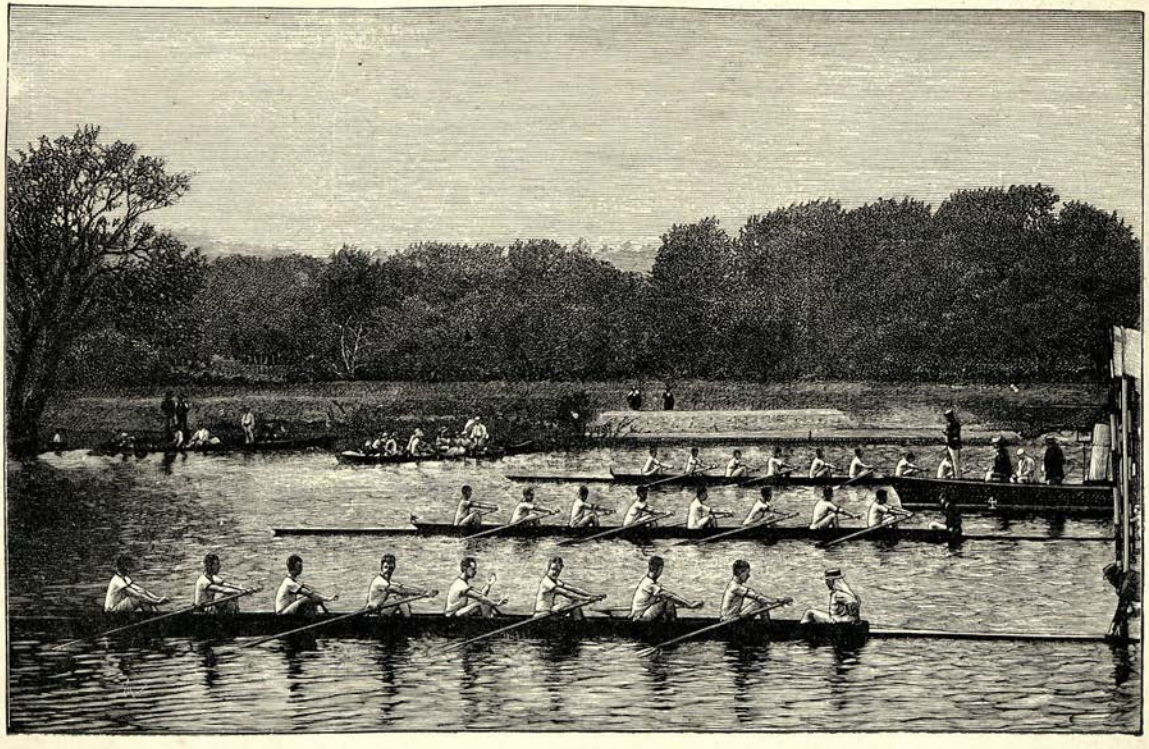
public, too, were in a state of feverish excitement as to the result, for there were those who confidently imagined that seven such powerful oarsmen, and in such good condition also, would beat a crew some of whom had evidently not taken such pains with themselves, and two or three of whom, it was well known, had not pulled more than twice or thrice together this season.

Cambridge, having won the toss for sides, went to the Berkshire, and the Oxonians to the Buckinghamshire, side, the station they themselves would have chosen as they were on the lee shore, and by pulling up it, were not only sheltered by the boughs of the trees, but in dead water. Indeed, there is a great difference of opinion as to which is the best side. They were not long in getting off after taking in their lines, and it would be impossible to give any idea of the excitement that prevailed, the Oxonians not only keeping way with their opponents, but appearing, as they opened more to the view, as if they meant shortly to go right ahead. On crossing the stream, no doubt remained that the Oxonians had the advantage, and when they drew past the Cantabs at the point, and got into the inside station, the shouts of the myriads of Oxford men on the meadows rent the air. Cambridge exerted themselves to the utmost, did all that men could be expected to do, and struggled as if for life to alter the position of affairs ; but, alas ! all to no purpose, for the Oxford University crew most gallantly went in the winners by nearly a boat's length, accomplishing the distance in 9 min., being 14 secs. more than in their race with the Trinity boat, the 'Black Prince.'

Thus far we have given in outline the chief events of each of the first five years of Henley Regatta, partly because the beginnings of so great an annual institution are naturally of interest, partly because the races mentioned were, for one reason or another, in themselves exceptional. To describe thus exhaustively the best races of the fifty-nine years that have passed since the foundation of the Regatta is obviously impossible, and we must content ourselves with a meagre reference to a very few of the more important struggles that have taken place since that day. But before mentioning these races of later years it will be necessary to refer to the additions that were made from time to time to the programme until the list assumed its present proportions.

Of the events that now make up the Henley programme the Grand and the Stewards' were in 1843 the only ones existing. The next race to be added was the 'Diamonds' in 1844. It was originally a 'Scullers' Race' for a presentation prize consisting of a pair of gold scarf pins with a diamond pendant. Hence the name given to it, the 'Diamond Sculls.' The present challenge prize, consisting of models in silver of a pair of sculls wreathed together with small rubies and brilliants, was given in 1850, and at the same time the presentation prize was altered to a silver-gilt goblet. In 1845 the Ladies' Challenge Plate was instituted. To begin with, it was an open race, but after various restrictions had been from time to time imposed, it was finally in 1881 limited to eights representing English colleges and schools. In the same year, 1845, a race called the 'Silver Wherries' was instituted for pair-oars, presentation prizes being given to the winners, consisting of model wherries in silver. In 1850 the prizes were altered to silver gilt cups, and the name of the race to the 'Silver Goblets.' No challenge cup however existed until Mr. Tom Nickalls presented one in 1895. In 1847 the Wyfold Cup was given by Mr. Donkin of Wyfold Court. The Stewards allotted it as a prize to the winners of the trial or challengers' heat of the Grand Challenge Cup to be held for the year, and it so remained until 1855, when it was made a challenge prize for a new four-oared race. In 1874 this was made a cox-swainless event, the Stewards' Cup race having undergone the same alteration in the previous year. In 1847 the Visitors' Cup for four-oared crews was also started. It, too, was made a coxswainless race in 1874, and, together with the Ladies' Plate, was closed to foreigners in 1881. Finally, the Thames Cup for eight-oars was added in 1868.

These are the events that exist at Henley to-day, and since the victory of the famous Oxford 'Seven-oar,' the following are a few of the closest and most interesting races that have taken place. In 1845, the year in which the Ladies' Plate was instituted, it was won by the St. George's Club, London, after a magnificent race with Trinity College, Cambridge, whom they



HENLEY REGATTA: OLD COURSE: THREE BOATS STARTING ABREAST

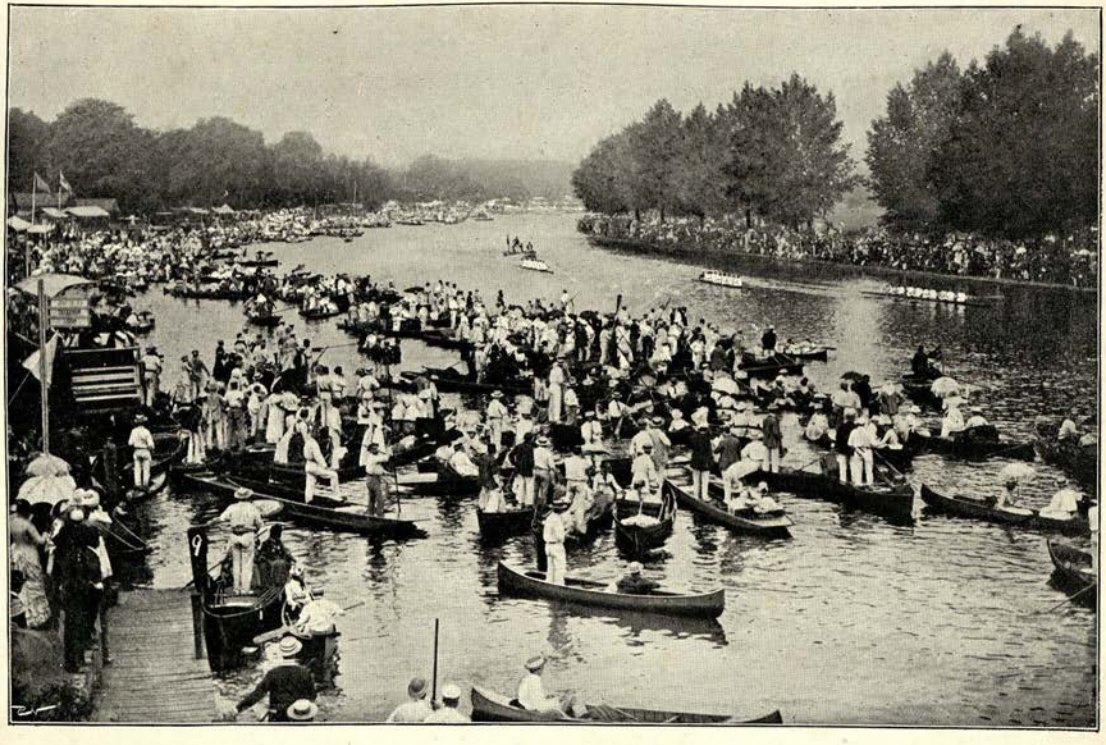
beat by two feet only. In 1846, one of the trial heats for the Stewards' Cup resulted in a dead heat between Guy's Club, London, and the Dreadnought Club of Henley; this being one of the only three dead heats that have occurred at the Regatta. In 1853 there was a magnificent race between Oxford and Cambridge for the Grand Challenge Cup, which was won by the former by eighteen inches only. The year 1859 was the last in which a University crew ever rowed at Henley. The London Rowing Club, which had now come very much to the front, in this year beat Oxford in the trial heat of the Grand, and Cambridge in the final. At this same Regatta, however, the London crack four, which was thought almost invincible, was beaten by Third Trinity for the Stewards' Cup by two feet after a splendid struggle; and this, despite the fact that the Cambridge crew had the outside station. This London four, which was stroked by Mr. Herbert Playford, was the same as had won the Stewards in the previous year, and with one exception the same as had won the Stewards' in the two years previous to that.

In 1862 occurred the second instance of a dead heat. The final of the Diamonds lay between Mr. E. D. Brickwood and Mr. W. B. Woodgate, and a magnificent struggle produced this result. The race was re-rowed, and Mr. Brickwood starting very fast and getting well ahead, Mr. Woodgate, who had another race in prospect, did not persevere. The final for the Stewards' Cup in 1865, in which Third Trinity, as challengers, met London, the holders, was almost an exact repetition of the race between these two clubs in 1859. Third Trinity once more had the outside station, the boats as before were level at the Point, and Third Trinity again won a hard-earned victory. In this year, 1865, Kingston won the Grand with a crew (which included Mr. W. B. Woodgate and Mr. F. Willan) that some good judges have described as the best fixed-seat eight they ever saw. In 1878 occurred the memorable contest between the late Mr. T. C. Edwards-Moss and the American G. W. Lee (who afterwards turned professional) in a heat for the Diamond

Sculls. The American, who had the inside station, led almost all the way, but Mr. Edwards-Moss gradually rowed him down, and won the race on the post.

Of the races of the last ten years the writer can speak from personal experience. During this period the Grand Challenge Cup has fallen chiefly to Leander; and it is nowadays a common cause of complaint that the Metropolitans are not given a fair chance in rowing against a club which numbers amongst its members all the prominent oarsmen of either University. It is also urged against Leander that it spoils College crews by tempting away their best men, thus sometimes preventing them from entering at Henley. This last, in our experience, has hardly proved to be the case, for College oarsmen have always, and rightly, preferred the interests of their Colleges to those of Leander. But the fact that Leander can, if they choose, put on a crew that would win the Grand in five years out of six cannot be gainsaid; and whether their doing so is in the true interests of rowing, is perhaps open to question. This complaint against Leander, however, is of quite recent growth. In 1891 the Club had not won the Grand for eleven years, and only thrice in the whole history of the Regatta. At that time people talked of the inferiority of University to Metropolitan oarsmen, and the fact that Leander could usually win if they took sufficient pains was not then recognised. The truth is that, in the years previous to 1891, Leander, even when strongly represented on paper, had very seldom taken enough care in the training of their crews; and the best University oars were naturally not over-anxious to row for a club which never won the Grand. In 1891, however, the tables were turned, and Leander scored a success for University as against Metropolitan rowing. The most important race of the last decade was, it may fairly be claimed, the dead-heat between Thames and Leander, which was rowed off afterwards in the latter's favour, and thus inaugurated the recent era of Leander and College victories.

Previously to this, in 1888, Leander had gone very near to



THE FINAL OF THE GRAND IN THE LAST YEAR OF THE OLD COURSE—1985

winning the Grand, with an eight which rowed, in their final race against Thames, probably the fastest stroke ever attempted by an English sliding-seat crew at Henley. The Thames eight of this year was a very fine one, but they won the race by a quarter of a length only. In the following year Thames won again, this time somewhat easily, and in 1890 London won easily with a good crew. In 1891 London entered almost the same eight, while Thames were represented by what was on paper perhaps the strongest crew that had ever rowed together at Henley. It was composed chiefly of rather senior men, and included several of the best Cambridge oars of the day. Leander, under the captaincy of Mr. W. F. C. Holland, opposed them with a crew that, though somewhat differently arranged, was almost identically the Oxford University eight of 1891. For once in a way a sufficient period of practice and training was insisted on, and, under the able coaching of Mr. R. C. Lehmann, the crew came to the post at their very best both in form and condition. Though admitted to row in taking style, it was not predicted that they would win. In the first race they met Thames. A strong bushes wind was blowing, and the Metropolitans had the good station. The race was a magnificent one all the way, Thames soon gaining half a length lead, but never being able to get further ahead. At the Isthmian they still held this advantage; but here Mr. C. W. Kent, the Leander stroke, spurted magnificently, with the result that Leander caught Thames almost on the post, and the race was given a dead heat—the third, and up to the present time, the last dead heat that has been rowed at Henley. On the following morning the race was re-rowed, the wind being very light and the stations therefore equal. Leander won by two lengths.

In the final, Leander were opposed by London, who rowed that year in a curiously constructed boat much cambered in the stern and steered by a fin rudder. It was undoubtedly a very fast craft in calm weather, but steered badly in a wind, and grew very weak soon after Henley. The race was rowed on a fast day, with a very light leading breeze, and resulted in another exciting

struggle. London slipped off in an astonishing manner at the start, and were all but clear before Remenham, but from here Leander very gradually rowed them down. At the Isthmian the boats were level, and London, who had been rowing the faster stroke throughout, went to pieces; Leander winning the Grand by a length in the record time of 6 minutes 51 seconds.

This record was equalled in 1897 by New College in their magnificent race against Leander. This contest produced perhaps, next to the dead heat, the finest struggle of recent years. In the previous year the final for the Grand had been fought out between these very same clubs, and had resulted in a victory for Leander by one-third of a length after a splendid race. In 1897 the tables were turned, and New College won by two feet, but the race is still so recent that there can be no need to describe it here. In the intervening years between 1891 and 1896 the most important incident in the Grand Challenge Cup races was the memorable muddle through which Leander were left at the post by Cornell in 1895.

The Stewards' Cup during the last few years has produced as many fine races as the Grand. Noteworthy among these is the contest of 1890, which was won by perhaps the most remarkable spurt ever seen at Henley. In this race Thames were opposed by Brasenose College, Oxford, and the former had obtained so long a lead at Fawley that they had dropped into a paddle, and two lengths of clear water separated the boats. Here, however, Mr. C. W. Kent, who was stroking Brasenose, put in a succession of brilliant spurts, and was so well backed up that his crew came up hand over hand—Thames being apparently unable to pull themselves together—and in the end passed the post a length to the good. The hardest race for the Stewards', however, during the last decade, was undoubtedly the London victory over the Canadian four—the Argonaut Rowing Club—in 1895. Of this and of Mr. Guy Nickalls wonderful rowing as stroke of the London crew, we have spoken elsewhere.

THE DIAMOND SCULLS

In providing close finishes the races for the 'Goblets' have of late years shown a very uneven record. In eight of the last ten years the race has been won very easily, one pair in each case proving much stronger than any other entered. The other two years, however, have produced some of the finest racing ever seen at Henley. In 1889 Mr. J. C. Gardner and Mr. S. D. Muttlebury beat Mr. Guy Nickalls and Lord Ampthill by two feet only after a splendid struggle; while two years later the last-named pair won even a finer race by three feet. On this latter occasion Mr. Guy Nickalls and Lord Ampthill were quite two lengths behind their opponents, Mr. W. A. L. Fletcher and Mr. F. Wilkinson, at the White House; but from this point to the finish they put in a succession of determined spurts that eventually gave them victory by the narrow margin stated. Since then up to the present date (1898) one pair in this race has always been quite a class better than any other; Mr. V. Nickalls during this period (twice with Mr. Fletcher as partner, and three times with his brother) having proved successful in five consecutive years.

The one other first class event of the Regatta—the Diamond Sculls—is the only open race that has ever fallen to a foreigner. This has happened on two occasions. In 1892 Mr. J. J. K. Ooms, a Dutchman, succeeded in defeating the other competitors entered, and in 1897 Mr. Ten Eyck won with considerable ease. Neither of these years, however, produced close finishes. The best contested races for the Diamonds in recent years have perhaps been those between Mr. Guy Nickalls and Mr. J. C. Gardner in 1887 and 1890, in the former of which Mr. Gardner was successful, in the latter Mr. Nickalls.

In writing of these various Henley races we have had occasion several times to refer to foreign competitors. These have increased so largely in numbers during the last few regattas, and have played so large a part in recent racing, that a chapter on Henley would be incomplete without some account of their entries. The first foreign entry ever made at Henley we believe

to have been that of Mr. E. Smith, of the New York Atalanta Boat Club, for the Diamonds in 1872. The example thus set was not followed for some years. In 1878, however, occurred the first entry of a foreign four, the Sho-wae-cae-mette Monroe Boat Club and the New York Columbia College each entering a crew for the Stewards'. The latter also entered for the Visitors', which was then open to foreign as well as Englsh colleges, and succeeded in winning it. In this year the two Lees (one, if not both, of whom afterwards turned professional) entered for the Diamonds, one of them rowing the race against Mr. T. C. Edwards-Moss, which has already been noticed. In 1879 there was no foreign entry, but in 1880 the Germania Rowing Society of Frankfort entered for the Grand, and in 1881 Cornell sent a crew for the Stewards'. From 1881 to 1885, inclusive, foreign entries were received annually for the Diamonds, the Argonaut Boat Club of Toronto also entering in the last year for the Stewards'. In 1886 a Berlin four entered for the Stewards', but in 1887 there was again no foreign entry. From 1888 onward, with the single exception of 1891, there have been foreign competitors on each occasion for the Diamonds, which, as we have seen, have twice during this period left the country. In 1893 French crews were entered for the Grand, the Stewards', and the Goblets, while in 1894 a Canadian pair entered for the Goblets. It is only during the last three years, however, that foreign competitors have become numerous. In 1895 American, Dutch, and French eights made their appearance at Henley, and the Argonaut Club of Toronto rowed for the Stewards'; in 1896 American and French eights competed respectively for the Grand and Thames Cups; and in 1897 Dutch crews raced for the Grand and Thames Cups, and a Dutch four and a Winnipeg four for the Stewards'.

With regard to the entry of foreign crews, great difficulty has been experienced owing to the necessity of ensuring the amateur status of foreign competitors, and so preserving the amateur character of the Regatta. It must be remem-

bered that, unlike other sports, rowing in England has so far preserved intact its amateur character. It has held itself sternly aloof from that half-way class of competitor who is an amateur only that he may make capital ultimately out of successes gained in this character. The A.R.A. rule that regulates this matter is, in many respects, unsatisfactory, and does not always draw the line justly—such a thing would scarcely be possible—between amateur and non-amateur; but in the main it fulfils its purpose well, and its effect has been to keep rowing purer and cleaner than probably any other sport. It will not be out of place here to sketch shortly the history of this amateur question, which is closely connected with the history of Henley Regatta.

Previously to the year 1879 no definition of an amateur existed. At Henley the qualification for the Grand Challenge and Stewards' Cups, as we have seen, made eligible any crew composed of members of any University or Public School, or of officers in the Army or Navy, or of members of any *amateur club* established at least one year previous to the day of entry; but there was no definition of the term 'amateur club.' The qualification for the Diamond Sculls was 'open to all *amateurs*;' but again there was no definition of an amateur. It being the opinion of a good many rowing men that some definition should exist, a meeting was held in the Leander Club rooms at Putney, in April, 1878, to consider the matter. The following was there agreed upon as the definition of an amateur:—

An amateur oarsman or sculler must be an officer of Her Majesty's Army or Navy or Civil Service, a member of the Liberal Professions, or of the Universities or public schools, or of any established boat or rowing club not containing mechanics or professionals; and must not have competed in any competition for either a stake, money, or entrance fee, or with or against a professional for any prize; nor have ever taught, pursued, or assisted in the pursuit of athletic exercises of any kind as a means of livelihood; nor have ever been employed in or about boats in manual labour; nor be a mechanic, artisan, or labourer.

In this year 1878 the stewards and committee of Henley Regatta did not adopt this or any definition of an amateur. But an American four, representing the Monroe Sho-wae-cae-mette Rowing Club, having entered and rowed for the Stewards', and two American scullers (the Lees) for the Diamonds, about whose amateur status grave doubts existed, considerable dissatisfaction arose, and the 'Putney' definition was virtually adopted in the following year. At Henley, however, it assumed the following shape :—

No person shall be considered an amateur oarsman, sculler, or coxswain :

1. Who has ever competed in an open competition for a stake, money, or entrance fee (this does not apply to foreign entries) ;

2. Who has ever competed with or against a professional for any prize ;

3. Who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind as a means of gaining a livelihood ;

4. Who has been employed in or about boats for money or wages ;

5. Who is, or has been by trade or employment for wages, a mechanic, artisan, or labourer.

The following resolution regulating the entry of foreign crews was also passed :—

That the entry of any crew out of the United Kingdom must be made on or before March 1, and the entry of any such foreign crew must be accompanied by a declaration made before a Notary Public with regard to the profession of each member of the crew, to the effect that he is a member of a club duly established at least one year previous to the day of entry ; that he has never competed with or against a professional for any prize ; has never taught, pursued, or assisted in the practice of athletics of any kind as a means of obtaining a livelihood ; has never been employed in or about boats for money or wages ; and has never been a mechanic, artisan, or labourer ; and such declarations must be certified by the British Consul, the Mayor, or the chief authority of the locality.

The Henley stewards thus virtually adopted the Putney definition except in two points. Firstly, they omitted the part

which debarred the member of a club containing mechanics or professionals; secondly, they did not exclude foreigners who had competed for a stake or money prize. Also it may be noticed that their definition assumed a negative form; it declared what an amateur was not, and not what he was. In 1884 the rule relating to foreign entries was altered so as to disqualify a foreigner who had competed for a money prize equally with an Englishman. The reason why, in the first instance, the foreigner had been put on a favoured basis was that amongst amateur oarsmen abroad rowing for money was a common practice.

In June 1894, at the request of the Amateur Rowing Association, the Henley definition of an amateur was altered to the following:—

No person shall be considered an amateur oarsman, sculler, or coxswain:

1. Who has ever rowed or steered in any race for a stake, money, or entrance fee;

2. Who has ever knowingly rowed or steered with or against a professional for any prize;

3. Who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind for profit;

4. Who has ever been employed in or about boats, or in manual labour, for money or wages;

5. Who is, or ever has been, by trade or employment for wages, a mechanic, artisan, or labourer, or engaged in any menial duty;

6. Who is disqualified as an amateur in any other branch of sport.

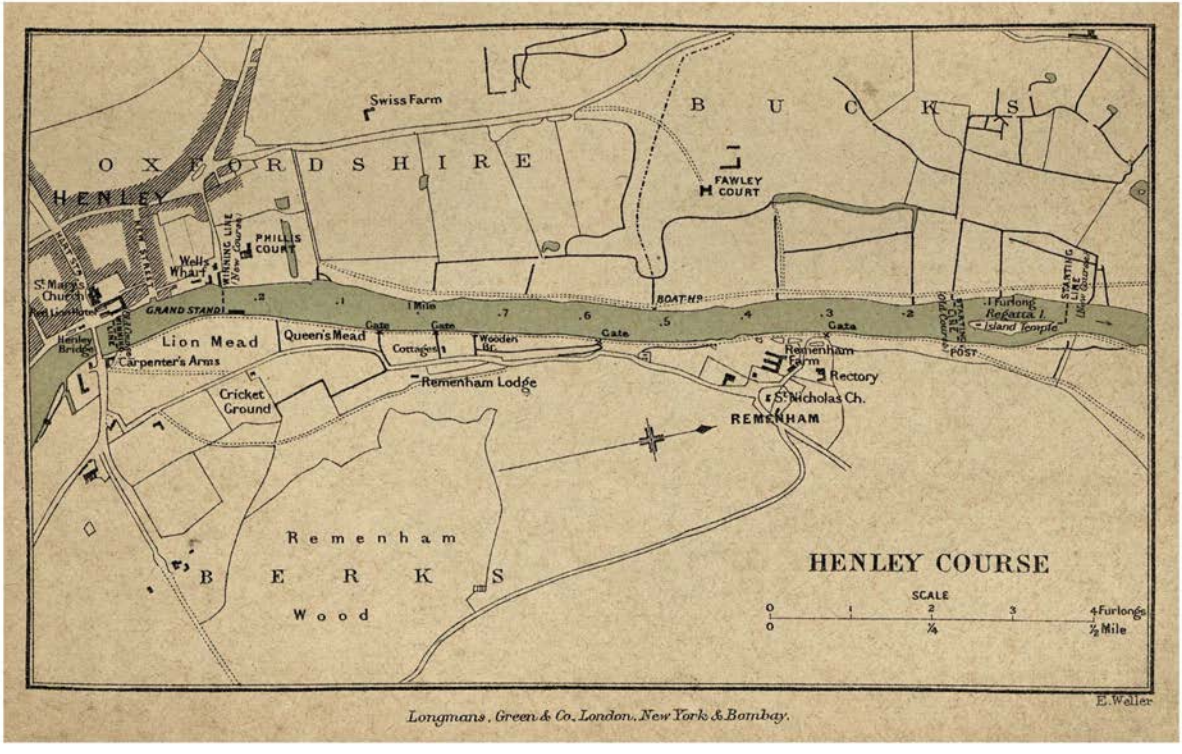
And this is the definition that at present rules all genuine amateur rowing in the United Kingdom—at Henley and elsewhere.

Since its institution nearly sixty years ago, various changes have occurred in the rules of Henley Regatta. Some of these have been the natural consequence of mechanical alterations in boats and oars, and of the extension of rowing both in this country and abroad. The old-fashioned cutter has been exchanged for the modern racing-boat, slides have been substituted for fixed-seats, and coxswainless fours have replaced four-

oars carrying coxswains (these two latter alterations both dating from the early seventies). The extension of rowing has, as we have seen, made Henley of a much more international character than it used to be, and this has increased the necessity for an amateur definition, and given rise to the difficulties attaching to the amateur question. But besides these there have been many changes connected exclusively with this particular meeting. Races have been introduced that did not exist in old times, and old time races have long ago disappeared. The course has been completely changed, and two boats now row in a heat instead of three. The regatta has been extended to three days, and the rules in many important points have been very considerably altered. We will detail briefly some of the more notable of these changes.

The institution of the various events that exist at Henley to-day has already been recorded; but in addition to these there have from time to time existed others which for various reasons have dropped out of the list. To the Town Challenge Cup, instituted in the first year of the Regatta, 1839, and the District Challenge Cup, added in 1840, we have already referred. The latter event lasted till 1848, but the former was not withdrawn till 1884. A third local race was added in 1846, a silver wherry being given as a presentation prize to the best Henley amateur sculler; but this race was withdrawn in 1858 and a district pair-oared race substituted. This in turn was abolished in 1868. In 1879 a Public Schools' Challenge Cup for four-oared crews was established, but was withdrawn in 1885.

The alteration of the course must be regarded as one of the most important changes that have occurred at Henley. At the institution of the Regatta, it was laid down that the course should be from the island to the bridge. From 1839 to 1886 no appreciable alteration was made. During this period the inside station, under almost all conditions of wind, was considered and proved to be the better; for not only had the crew on this side the benefit of the sharp corner near the finish, but in the earlier part of the race, by keeping in the bay



E. Weller

Longmans, Green & Co. London, New York & Bombay.

close under the bank, it met with less stream than the boats further out. In one or two years an attempt was made to remedy these defects by placing rye-pecks, outside which the boats had to travel, at various points of the course, the object being to drive the inside boat further out, and thus deprive it of some part of its advantage. These experiments, however, were not very successful, and were not generally approved.

In 1886 the course was entirely altered. The starting piles were placed a little below the tail of the island, and the

TOWING GUARD-BOATS UP HENLEY REACH

winning-post opposite the upper end of Phyllis Court wall. The actual length was kept the same as before. From 1886 to 1897 the alterations made were very slight indeed, and only in matters of detail. Up to the former date, it will be remembered, three boats had rowed in a heat. When the new course was first piled out, it was given a width of 150 feet in order that, as heretofore, three crews should row abreast. At the request, however, of the Universities and principal boat clubs, who were consulted in the matter, it was decided that two boats only should start in a heat, and the Regatta had

consequently to be extended to three days. The course was made as straight as possible, the line of piles on the Bucks side being about twenty feet from the boat-house at Fawley, and as close in under the 'wood' as circumstances would permit. There were two slight angles in the course, the upper one at Fawley and the lower one between Remenham Rectory and the island. It was seen at the time that a wind off the Bucks shore would be advantageous to the boat having the Bucks station, but the cry of the day was for a straight, or as nearly as possible straight, course, without regard to anything else.

In the years 1886, 1887, and 1889 the prevailing wind was light and up stream, and out of ninety-seven races, forty-eight were won from the Berks station and forty-nine from the Bucks. The new course at first, therefore, proved quite satisfactory. In 1888, however, and from 1890 to 1896 inclusive, the commonest wind was one off the Bucks shore—known as a 'bushes' wind—and in these years, out of 294 races, 102 were won by the crew with the Berks station, and 192 by the crew with Bucks. Without pretending that this large discrepancy proves, or is adequately accounted for, by the unevenness of the stations, it must be taken, at any rate, as corroboration of the obvious fact that, with a 'bushes' wind blowing, the Bucks station is decidedly better than the Berks. The object of all alterations made subsequently to 1886 has been to minimise the inequality thus created. In 1887 the course was narrowed to 135 feet and was carried slightly further from the Bucks shore; in 1888 it was again narrowed, being reduced to 120 feet, and was pushed out still more towards the middle of the river; in 1897 it was driven considerably further out, in the hope that the boat on the Bucks side might get still less shelter from the trees and house-boats in the event of a 'bushes' wind. As the wind at this last Regatta blew from another quarter, this would-be improvement underwent no practical test.

The office of umpire at Henley is no sinecure, and formerly his responsibilities were even greater than they are now. In the first years of the Regatta, one of his most difficult duties

was the decision of the numerous fouls which took place. As the rules with regard to fouling have changed very considerably since those days, it will be of some interest to record the history of these changes. In the original rules of the Regatta in 1839 the only direction with regard to fouls was 'that no fouling be allowed,' everything therefore being left to the umpire's discretion. In the earliest days of boat-racing, it appears to have been the custom to allow fouling, and the crew which obtained a lead were in the habit of edging across in front of their opponents and impeding them in every possible way. The lines on which Mr. J. D. Bishop and the earlier Henley umpires decided questions which arose as to fouls are clear enough: if a boat obtained sufficient lead to enable it to cross in front of its opponent it was entitled to do so, and thus take its opponents' water; once there it was permitted to keep its new station, the other boat being obliged to cross to the other side in order to pass it; but if a boat was touched by its opponent in the act of crossing, the foul was given to the boat that was being crossed. This principle, which was acted on by all the earlier umpires of the Regatta, was not put in words till 1849, when it received the united approval of the Universities and of the principal London boat clubs. It was accepted by the Stewards of Henley in 1850.

'Taking water' was allowed until 1872; in March of that year, however, a meeting was convened at Putney of representatives of the Universities and the chief rowing clubs to revise the laws of boat-racing as settled in 1849. Various alterations were then made, but the chief one was the disallowing of this practice of 'taking water.' The laws of boat-racing as then amended, with a few minor alterations, were adopted by the stewards of Henley Regatta, and 'taking water' has not since been permitted.

Besides the above there have been many minor changes in the conduct of the Regatta. In 1839 the meeting was held on one day only. Every year after that—with the exception of 1850—it was a two days' fixture until 1886, when, as we have

seen, the course was piled out, two boats only were permitted to row abreast, and the period of racing was extended to three days. In 1850 a two days' meeting was advertised as usual, but the entries were so few, the Grand, the Ladies' and the Stewards' producing no races, that the Regatta was held on one day only.

A minor change which has been made in connection with the start has been the substitution of men in punts to hold the sterns of the competing boats for the old rye-peck system. Prior to 1862 the start was made with the coxswain holding a bung at the end of a rope attached to a rye-peck; but in that year the system was abolished—as there had been several cases of the bung getting caught in the rudder lines—and the present one adopted. Another point to be noticed with regard to the start, is that in 1886, when the new course was made, in order to equalise exactly the distance that the competing boats had to travel, the starting piles were (as they still are) put slanting across the course, and not precisely at right angles. This equalising principle has since been carried still further, for competitors' boats are now carefully measured, and at the start their sterns are drawn back along a marked scale to ensure the bows of the two in each heat being exactly level. As the finish is judged by the bows, this method obviously prevents extra length of boat giving a crew at the start an advantage in position.

In 1868, a curious point was brought up in connection with a race for the Stewards' Cup. At that time the idea of rowing in a coxswainless four was quite a novel one, and the Brasenose crew of that year, in which Mr. Woodgate was the leading spirit, wished to start in a race without a coxswain. Their boat was specially designed as a coxswainless four, but the stewards prohibited them from rowing without a steerer. The crew therefore took a man on board at the Island, who sat across the canvas and went so to the post. At the word 'go' the man jumped overboard. The Brasenose crew proved much faster than their opponents and came in easily first, but were disqualified. This brought the subject of coxswainless fours into great promi-

nence, and led to a special prize being given in 1869 for this class of crew. A prize for a similar race in 1872 was offered to induce the Atalanta four, who a few weeks previously had been engaged in a match against the London Rowing Club, to enter. They did not do so, however, and the London crew rowed over for the prize.

The victory of the London Rowing Club in the Grand of 1868 with a coxswain weighing only 4 st. 9 lb. brought to a head a point that had caused some dissatisfaction in previous years—namely, the weight of coxswains. Eton and London having boys to steer them enjoyed a decided advantage over college crews, who could not obtain coxswains of so light a weight. Another circumstance in the same year tended also to bring the matter into prominence. The same boy who steered London for the Grand also steered both London and Oscillators when they won their respective heats for the Stewards'. Neither crew would give up its coxswain in the final. The Stewards were appealed to, but declined to have anything to do with the matter. They intimated, however, that if the holders—University College—raised no objection, they would permit a fresh coxswain to steer one or both crews. The captains of the two clubs referred the matter to the captain of Leander for decision, and in the end the boy steered neither crew, two fresh coxswains of about 8 st. each being introduced. Before the Regatta of the following year the stewards added to the rules the clause (which is still in force) prescribing a minimum weight for coxswains, with a sliding scale in accordance with the weight of the crew.

One other alteration worth recording is that whereas in the old days the holder of any cup only met the winning challenger in the final heat (a rule still in force in the Wingfield Sculls), now the holder must compete with the other crews in the preliminary heats. This change was made in 1872.

A history of Henley would hardly be complete without mention of a name that more than any other must be identified with the management of the Regattas of recent years; it is

that of Mr. Herbert T. Steward. On all matters connected with the regulation of Henley Regatta Mr. Steward has probably spent more pains and trouble than any other living man. The course in particular has been under his especial charge. Every alteration and improvement of it in modern times has been planned and carried out under his personal direction.

To turn now to the modern and practical side of Henley, it may be said that there is no place where the training and practice preliminary to racing is of so pleasant a character. Metropolitan crews do not often pass more than a week previous to the Regatta at Henley itself, and have, during the earlier period of practice, to combine business and pleasure—pleasure of a rather serious order—and row in the evenings at Putney or some part of the river near London; but Leander and the College crews usually spend a period of from ten days to three weeks at Henley, doing the greater part of their rowing practice on the course itself. The summer term being over, the University man is free for the time being from lectures and Dons—the necessary evils of University life—and can give his full attention to the serious work of rowing. To start with, he may row for a time at Oxford or Cambridge, but the last part of his training will be at Henley itself. The scene of his labours will then be the finest up-river reach on the Thames, and he will be practising on water far more lively and pleasant to row on, not only than the Cam, but even than the Isis. At this time of the year in the heat of the summer, the usual training regulations need not be adhered to quite so rigidly as at the Universities; for the oarsman who has been rowing hard all through the summer term requires some slight relaxation. Of course this relaxation may easily be overdone, and the writer has vivid recollections of a Henley training—a very pleasant one it was—which consisted largely of strawberries and cream and unlimited hock-and-seltzer, and which resulted in a crushing defeat in the opening race of the opening day. Henley is the first regatta in the world and the rowing of the highest class, so practice and training for it must be

HENLEY REGATTA: BETWEEN THE RACES—PRESENT DAY

seriously undertaken. Every crew, as a rule, goes out twice a day and gets through a considerable amount of work. If a man is in for three, or even two, events, therefore, he will have little spare time on his hands.

When the Metropolitan crews have arrived, and the Regatta is only a few days off, clocking one's adversary's times in one's spare moments lends an additional interest to the proceedings. A great deal is often said as to the untrustworthiness of times in practice; but there can be little doubt that at Henley it is possible to make reasonably accurate allowances for varying conditions, and to gauge relative pace approximately. The strength of the stream varies but slightly from day to day, and for wind only has much allowance to be made. Moreover, many courses and half courses are rowed on the same day within a short space of time of one another, and in these cases comparison is direct and easy. As a result, when the days of racing arrive, it is possible for the more experienced judge to make a pretty shrewd guess at probable winners.

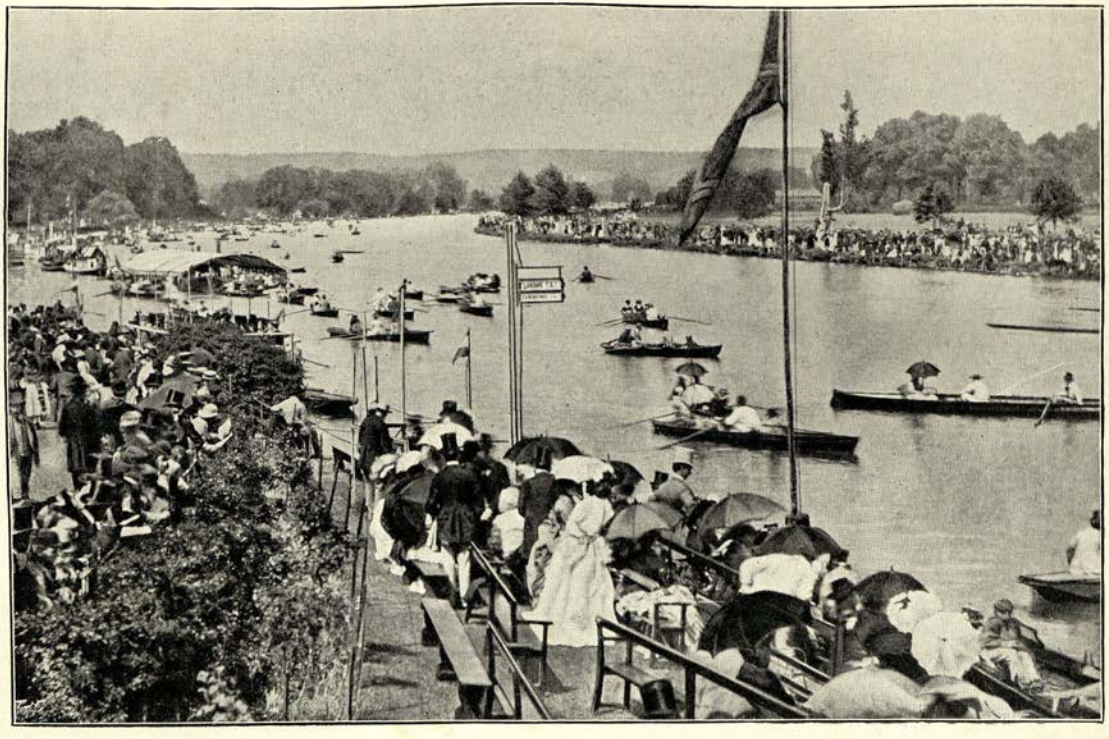
The Henley course is an excellent one to race over. Except when a 'bushes' wind is blowing, the two stations are perfectly equal, and since some slight recent dredging operations there is a good depth of water over every foot of the course. The distance—about a mile and a third—is a very trying one. It corresponds to some extent to a quarter-mile foot race, for it is neither a sprint nor a long distance. Crews must start at a very fast stroke and, if at all equally matched, keep at it hammer and tongs all the way. There is very little chance of ever really slowing down unless the race is well in hand. The championship course at Putney may require more training and be harder on the muscles, but Henley is far harder on the wind.

Almost everyone in this country who takes an interest in rowing must have been to Henley and knows, therefore, what the scene at a Regatta of to-day is like with the row of houseboats stretching in almost unbroken line from start to finish, and the course crowded from end to end with pleasure craft. Indeed, the crowd of boats is becoming so excessive that it

is very difficult for the Umpire's launch to travel down to the start between the races; while hardly a regatta passes without some competing crew being seriously interfered with by boats whose occupants have failed to keep them behind the line of the piles. From the racing man's point of view, at any rate, the Regatta would be no less successful if the crowd on the water could be kept within more manageable dimensions.

Henley Regatta of old times, as may be seen from illustrations here given, was in curious contrast to the Regatta of to-day. It is hard now to conceive the possibility of three boats rowing abreast on the open river with the course unstaked in any part. In the fifties—and until considerably later—the crowd was composed almost entirely of men who were all enthusiasts of the sport, and whose interest was centred in the day's racing. Two-thirds, at least, of the spectators of to-day take no interest whatever in the racing, which they regard at best in the light of a show arranged solely for their amusement, and take it rather as an injury that they should be expected to clear off the course to allow a race to pass. From the rowing man's point of view it seems almost a pity that these holiday-makers cannot arrange to hold their picnic elsewhere, say below the Island, where duck hunts and water tilting would amuse them far more, and could be easily provided.

At an old-time Henley the crowd gathered, as we have said, simply to see the racing, in which they took the keenest interest. They collected for the most part on the shore, along the tow-path, on the bridge, and in front of the 'Red Lion;' while coaches of all descriptions, rather than pleasure boats, were the feature of the scene. Nowadays the town is served by a railway that carries one almost to the river's bank, while at the time of writing the scene of the Regatta has just been saved—temporarily at any rate—from an incursion of the G.W.R. that threatened a line of rails alongside the course itself. In former times, it will be remembered, Twyford was the nearest railway station, and Henley could only be reached after a drive of considerable distance. As a conclusion to this chapter we



AN OLD-TIME HENLEY

will quote a description of a Regatta of those days from a little book of 'Aquatic Notes,' published early in the fifties :—

Once a year the little station of Twyford on the Great Western Railway exchanges its wonted dulness for a scene of bustle and activity. The appearance of the station yard about ten o'clock on that day sufficiently indicates to a stranger that something is about to come off. Vehicles of all sorts and sizes, from the four-horse drag to the plebeian market cart, are chartered for the occasion. 'To Henley direct!' 'Henley Regatta this day!' 'Grand Challenge Cup—exciting contest expected!' are some of the phrases which the ingenuity of Mr. Gale and other coach proprietors devises to attract attention. The majority of the equipages sport the Oxford Purple as their colours, though a few bear the Light Blue to attract the Cambridge men whom the London trains bring down.

It is now about twelve o'clock, and the first race of any interest does not come off till one. So, after mutual greetings, knots of newly found acquaintances sally forth to buy rosettes, light blue or purple, as the case may be. After each is suited to his taste a walk round to look at the Cups is generally proposed. . . . The Cups are exposed to view on a sort of balcony at the back of the 'Red Lion.'

The umpire's boat, propelled by eight sturdy watermen, may now be seen on its way to the starting place—the Island. At the second report a general stir is observable. The signal to clear the course proves equally efficacious in thickening the crowd on the towing-path, all hurrying to the scene of action. . . . Bang! the third gun announces that the red flag at the Island has fallen, and the race between Oxford and Cambridge has commenced.

The intense anxiety of everyone who hears the umpire's 'Off!' generally causes a perfect silence on the bank for a few seconds . . . but when both crews appear to be steadily settled to their work then begins the cheering. Now the Dark Blue may be seen in advance. . . . Now the Cambridge crew, in a gallant spurt, regain their lost position. Neck and neck, oar with oar, they approach the corner. Here the inside boat gains considerably, and, encouraged as they see their rivals dropping astern, the crew lay out their hardest for the straight run in. The outside crew is close upon them and straining every nerve; but the goal is too near. 'Six strokes will do it;' they give them with a will, and are hailed the victors by a length.

'The cheering that greets the winners by no means terminates with the termination of the race. From the winning post to the landing stage, from thence to the 'Red Lion,' roll on the shouts of exultation. Few of the crew escape a somewhat dangerous elevation on the shoulders of their friends who 'chair' them to the inn. Here all is bustle and confusion. The great race of the day is generally the last, and preparations for departure are visible on all sides. So amid the cheers and counter-cheers, the kicking of horses, and the collision of rival coaches, carriages, and drags, we take our leave of Henley.

CHAPTER IX

ROWING AT OXFORD AND CAMBRIDGE

ROWING at the Universities is in many respects carried on under more favourable conditions than are enjoyed elsewhere. Probably nowhere else is it a pastime that lasts the whole year round, winter and summer alike; and nowhere else have men, on the average, so much spare time to devote to it. The large number of different colleges, and therefore of different boat clubs, makes the field of competition a very wide one, and the rivalry intensely keen. It is this spirit of keenness, and the *esprit de corps* which it evokes, that are perhaps the most marked characteristics of University rowing. It would be difficult to find a scene of enthusiasm that would compare with the Oxford 'Eights' or the Cambridge 'Mays.'

But before dealing with these great occasions of the University year we will accompany the freshman, who has decided to devote himself to rowing, through that period of apprenticeship which—unless he is already a practised oar—he must undergo, before he can hope to gain a seat in his college eight.

In the ordinary course of events he will arrive at the University in the October term, and having decided to row he must go down daily to the river to be 'tubbed,' as it is called, by some college oarsman of experience. That is to say, he will be taken out rowing bow or stroke in a tub pair, his coach sitting in the stern and correcting his ingenuous efforts. For a week or two this will be his regular work, and then he will probably be drafted into some four or eight, composed chiefly

of other freshmen, and taught to row as correctly as possible himself, and in combination with the other members of his crew. Towards the end of the term he will take part in a race, the eight or four in which he is rowing being pitted against other similarly composed crews from his own college. This will be his first taste of racing, and long before he gets to the finish most of the form that was so carefully instilled will

THE GOLDIE BOAT-HOUSE : CAMBRIDGE

have gone to the winds, and he will be pulling his oar through the water in a style vigorous, perhaps, but peculiarly his own. Yet some few elements of what was taught him will remain, and as his rowing education advances the principles inculcated will gradually take root, till habit becomes second nature, and he rows for preference the right way rather than the wrong.

In his second term at the University—the Easter term—he will have an opportunity of representing his college in a

race. In the 'Torpids' at Oxford, and the 'Lents' at Cambridge, one or more eights from each college compete, the first representatives of the college—that is, all who have rowed in the previous 'Eights' and 'Mays' respectively—being debarred from taking part. At Cambridge many colleges are represented by more than one eight in the May races, as well as by two or three in the 'Lents,' so that a Lent boat is often really only the third, fourth, or fifth boat of its college in point of rank. If the freshman is not an actual duffer with the oar, he should have a good chance of getting into one or other of these. At Oxford only one college—New College—has so far ever put on two boats in the 'Eights,' and only some half dozen colleges are represented by more than one boat in the 'Torpids.' The freshman's opportunity, therefore, appears less promising, but as a matter of fact the number of men competing for places is much smaller than at Cambridge, and an oarsman of very moderate ability can usually gain a seat.

At the beginning of the term the college crew, or crews, will start regular practice, and gradually those who are to row will be chosen, and their order settled. Strict training will commence from a fortnight to three weeks before the races begin, and thenceforward all members of the crews will have to be in bed and up betimes, to cut off smoking, and to live on wholesome food and drink—with only a limited quantity of the latter. This simple *régime* should prove no great hardship to any but the confirmed smoker, and this the freshman is hardly likely to be as yet, except in imagination.

Rowing, however, at this time of year is not likely to prove an unmixed pleasure. On a cold winter's day the weather is not all one would choose for work in shorts and a zephyr, and there is a certain uncomfortable soreness connected with the fixed-seat that the freshman will, e'er this, have discovered for himself. But the man who goes in for rowing at the University must not regard it as simple recreation; it is a sport in which serious interests are involved, and if he wishes to be of use to his college, and himself excel, he must go through

the mill and suffer its various discomforts and difficulties as others have before him.

The common belief of the uninitiated with regard to the training of a University rowing man is that he spends the intervals between his labours in assimilating, in enormous quantities, raw meat and uncooked eggs. This, the fiction of a previous generation, has no foundation in the fact of a modern training. A man may not drink an unreasonable amount of liquid, but with regard to his food, there is no definite restriction either as to kind or quantity. His fare must be of a tolerably plain and wholesome description, and that is all. In fact, the rowing man in training at the University lives well, and the one thing against which we would warn the freshman is the danger of living too well. The vigorous and regular rowing exercise is apt to bring him to his meals with the keenest of appetites, and he is quite likely to fall into the habit of eating more than is at all necessary or good for him. Heavy meat breakfasts, luncheons, and dinners are the order of the day, and the crews of Torpids and Lent boats, whose exercise is after all not very excessive, would in most cases be all the fitter for eating less than they do. Boils are an evil from which rowing men, especially at this stage, frequently suffer, and small wonder !

At most colleges it is the custom for the crews to breakfast and dine together. And, for a short period at any rate, it is undoubtedly a pleasant one. Eight or more men, who are united by so strong a bond of common sympathy and interest, and who can talk one endless topic without boring themselves or others, are bound for a time to be excellent company for one another, better perhaps than for anyone else. While the Fates smile, therefore, and every man is pleased with himself and his fellow, these training meals are genial gatherings. At such a time the crew individually and collectively are improving daily. They have rowed a course in ten seconds faster time than the boat that will be in front of them in the races. Even their coach admits that they have merit. In a word, all goes well.

O. U. B. C. BOAT-HOUSE

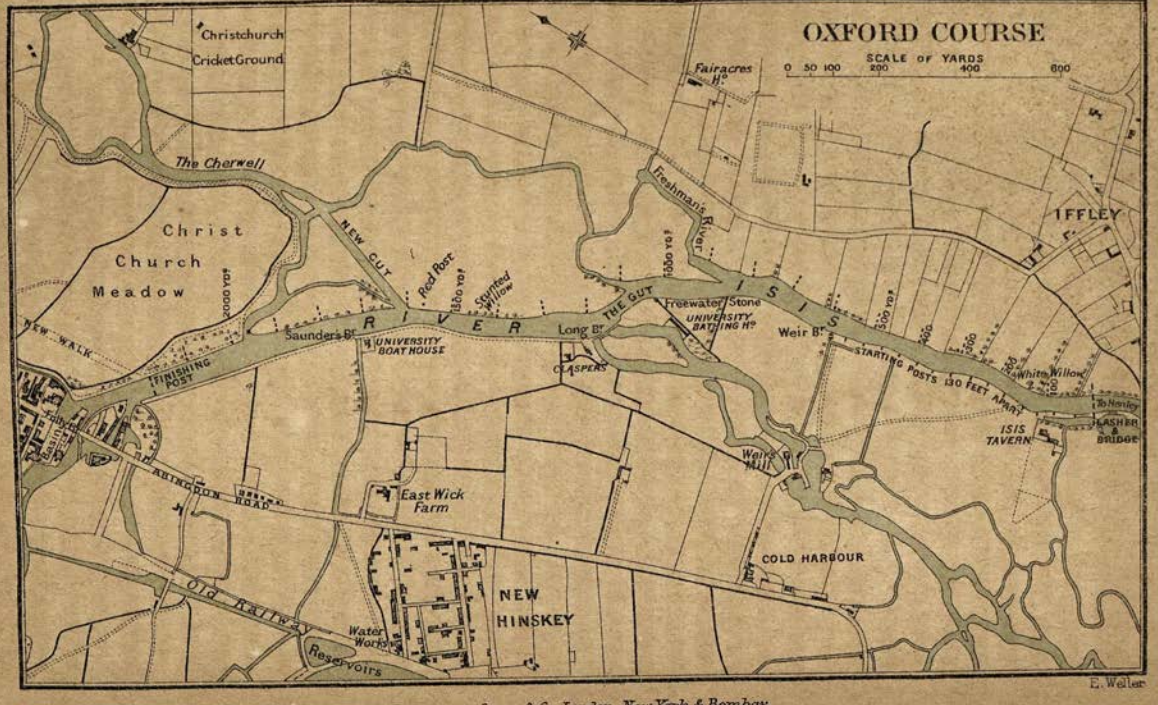
But there is another side to the picture. For, unfortunately, the day generally comes when they have been going not well at all, but exceedingly badly; when they have rowed a course ten seconds slower than the boat which will be behind them in the races; when there has been a nasty cross wind and they have rolled horribly; when everyone has managed to splash everyone else; when bow-side never cleared the water the whole way down, and stroke-side struggling to reach it rowed their hands perseveringly to their chins; when both sides screwed fearfully in their efforts to row at all; a day, on which the coach has torn his hair and quite exhausted his vocabulary in impressing on one and all their astonishing incompetence. At such times, at dinner and breakfast, spirits are apt to flag, and talking 'shop' under the circumstances is anything but consoling. As for the difference in time between the two courses, that is easily accounted for. Two days before, when their opponents rowed, there was less head wind and a little less stream—a much faster day in fact! This is suggested and unanimously approved; yet no one is a whit the more cheerful. Needless to say, the rival eight are equally convinced that two days previously there was a stronger head wind and a heavier stream.

At such a time as this, the worthlessness of one or more of the crew is suddenly discovered. Smith, great heavy lump! 'sugars.' Jones is so clumsy as to be entirely responsible for the rolling. The authorities think of turning both out, and so they would if they had two better men to put in their places; but unfortunately they haven't. Meanwhile, Smith and Jones expect hourly dismissal, and shiver in their shoes, but profess indifference. Depression such as this, however, seldom lasts very long. In a day or two the boat will be going better again, and the spirits of the men will correspondingly improve. Smith will have learnt to get hold of it, Jones to moderate his gambols, and the whole crew will be 'coming on' faster than ever.

So the round of training and practice continues, with its inevitable ups and downs. Every afternoon, wet or fine, the

men will go down to the river at a fixed hour to row in the eight. Usually individuals will be taken out as well for special coaching in a tub-pair. In the eight, while at first the heavy boat is in use, the coach will sit, or stand, in the stern. Later on, when the crew get into their light boat (which will still be clinker-built, and not of the sort used in the 'Eights' and 'Mays'), he will coach from the bank, either running or riding alongside the crew. The style of coaching in vogue nowadays is much milder than it used to be; but even now the freshman will often find himself abused like a pickpocket for failing to row a little better than his best. Such abuse he must learn to endure with philosophic calm. The meed of praise, when it does come, will, by contrast, have the greater value. In all circumstances he must make a point of attending to his coach's directions, and try to profit by them. The man who out of temper won't take coaching, and the man who out of laziness won't attend to it, are two of the worst types it is possible to have in a crew.

At last the day will come for the bumping races. And here it may be well, for the benefit of the uninstructed, to explain what a bumping race is. Except at Oxford and Cambridge such a thing hardly exists, and the reason of its existence there is in each case the narrowness of the river and the large number of crews competing, which make it almost impossible for the racing to take place in any other way. As it is, the races have to be rowed each evening in separate divisions, each division containing some dozen or more crews. These crews are stationed one behind the other at regular intervals, each one thus having its own starting-post. In the Torpids at Oxford, these posts are 160 feet apart, in the Lents at Cambridge 175 feet. The actual distance between the nose of one boat and the stern of the one in front of it is, therefore, about a length and three-quarters in the one case, over two lengths in the other. The distance separating the boats is greater at Cambridge than at Oxford because the course is longer, and the crews have therefore a greater chance of catching or being caught. At Cam-



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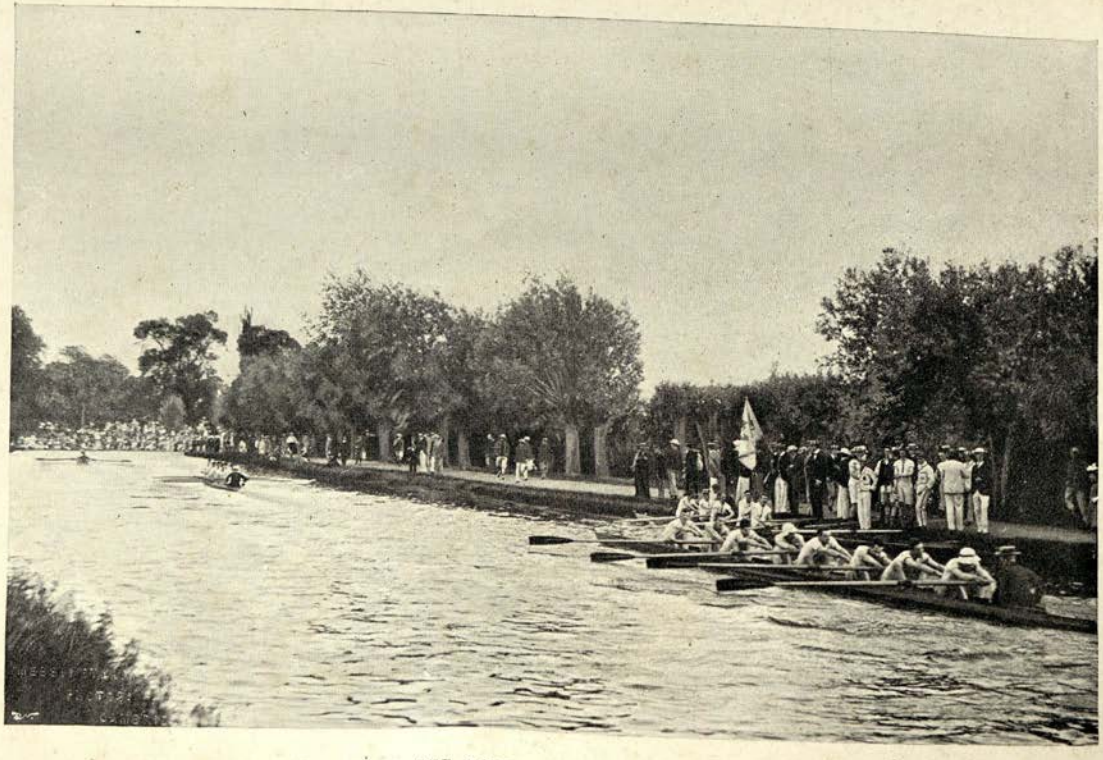


THE MAY RACES: CAMBRIDGE

bridge the head boat has about a mile and a half to row to the finishing post, at Oxford a bare mile. In both cases the race is up-stream.

At a given signal all the crews start together, the object of each being to catch the boat in front of it, and escape the one behind. A bump is made when any crew has caught another, and this is considered to have been done when the nose of one boat has touched the stern, or any part, of the boat in front of it. Directly the bump has been made, both crews have concluded their racing for the time being, and must draw aside to let the boats behind, that are still in the race, pass them. At the start on the following afternoon, the crew that has been bumped and the crew that has bumped it change places.

Of course the head boat on the river can go no higher, and its only object, therefore, is to escape the boat behind. In the same way the head of the second or third division (for at Oxford there are now three divisions in the Torpids), can make no bump at the time; but, if it keeps its place, it has its chance a little later on in the same afternoon, when it rows again, starting now as bottom boat of the superior division. A boat in this position is called the sandwich-boat, and acts as the connecting link between two divisions. It is by this device that it is possible for a crew to pass from one division to another.

When the races, lasting six nights at Oxford and four at Cambridge, are over, the crews are in their final order for the year; and this is the order in which they will start in the following year. There is a continuity, therefore, about this form of racing that exists in no other, each college owing its position, advantageous or otherwise, to the labours of its oarsmen of previous generations.

When at last the race day comes, the freshman, if he is as human as most of us, will be afflicted with a most unpleasant form of nervousness—commonly called the 'needle.' All the morning the anxiety of the coming race—for with college feeling running high it is a matter of no small importance—will weigh on his mind. If he is at Oxford, an hour or so before

the race starts he will go down to the river, and out for a 'prelim.' That is to say, his crew will practise a few starts and then row a minute at racing pace; the object being to clear the wind, and make sure that all is right with boat and oars. After this he will sit with quaking knees in his college barge, trying hard to appear unconcerned, and yawning terribly—this last a sure sign of the 'needle.' If he is at Cambridge the preliminary canter will be done at a later point in the proceedings—on the way down to the start. In other respects, however, the oarsman's experiences will be very similar, except that, as the course is some way from the boat-houses, he must air his 'needle' and his quaking knees on the bank.

At last the moment for the start arrives, and the crew embarks and paddles off amidst mild applause from the members of the college assembled. With several easies by the way, the boat is quietly taken down to its starting post, there turned, and run close alongside the bank. At Cambridge the crews are allowed to disembark again, for the few minutes available, and stretch their legs on shore. At Oxford they remain in their boats. Five minutes before the start a preliminary gun is fired. From this moment time is a matter of vital importance, and is carefully calculated. With about two minutes to spare, preparations for the start begin in earnest, and all superfluous clothing is removed and put ashore. Then the minute gun goes, and every crew has its timekeeper counting the remaining sixty seconds, and giving out every ten. Meanwhile, the boats are pushed off clear of the bank, and pointed straight up the course. At Oxford the coxswain holds a rope of measured length, the other end of which is attached to the starting peg. Previously, some sturdy member of the College will have been employed in stretching this rope to its utmost limit, tugging at it with might and main to gain a possible inch or two. When the boat has been pushed out it will be so held with punt-poles from the bank that at the last second the rope is kept taut, and every possible advantage gained at the start. At Cambridge the coxswain in the same way holds the end of

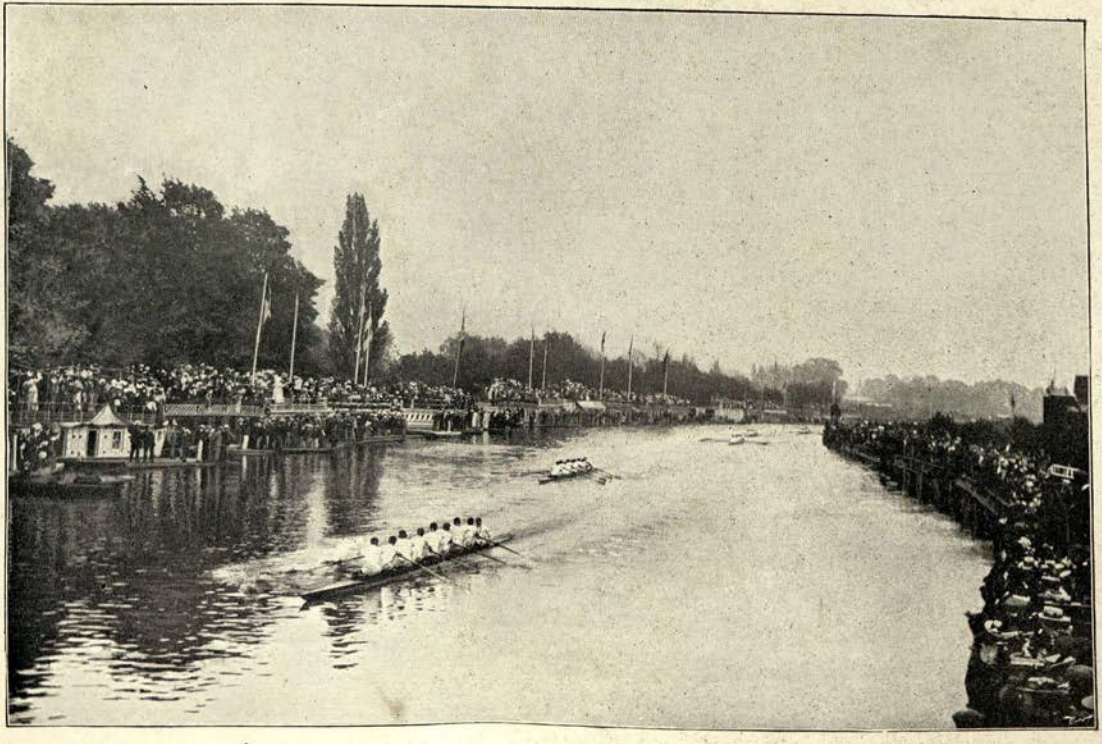
a chain attached to his boat's starting-post, but as the course is longer, and the distance between the boats greater, a like anxiety to gain inches at the start is not displayed.

When only ten seconds remain before the final gun is fired, each boat's timekeeper begins to count aloud. All along the bank the voices can be heard counting, more or less in time with one another—'ten seconds more, nine, eight, seven, six, five, four, three, two, look out'—and then the gun goes, and every crew starts at a frantic rate, every man in it pulling for all he is worth. Talk about 'bucket' and 'scramble'! The start of a Torpid in a lower division at Oxford affords no mean example—a dashing stroke of forty-five to the minute, say, that looks like fifty! To the freshman in the crew—and to the old hand for the matter of that—there is a horrible proximity about the nose of the boat behind. It is measured a length and three-quarters away, but you could swear, as you sit in the boat at the start, it is not a length. Every man rows, as it were, for his life. When his wind begins to fail and his muscles to tire he may be reduced to something like form, but, to start with, it is too often a case of tearing his oar through somehow and dashing forward anyhow.

As the boats start, a roar of shouting goes up from the crowd of men that run up alongside the crews. This continues the whole way up the course, and is intensified as the end approaches. Every crew has its little knot of supporters, who run and cheer and exhort from start to finish. The number of this faithful band grows larger and larger; for, as it pants and splashes up what is probably a very watery towpath, it is joined by many whose enthusiasm or whose wind is not equal to the strain of running the full distance. Towards the finish the crowd grows very dense, and stretches in one continuous serpentine stream the full length of the line of boats. Men packed together like sardines, yet running as hard as they can, hustling, jostling, kicking each other's heels, stamping on each other's toes, and all shouting together at the top of their voices, present a very curious and lively spectacle. Every individual

in the crowd is yelling with might and main—encouragement, praise, advice, exhortation to his own particular crew. He exhorts them to 'keep it long,' 'not to bucket,' to 'quicken,' to 'swing out'—terms that, if he is not a boating man, he uses quite promiscuously. He yells 'well rowed,' regardless of truth. He informs his men that they're 'going up every stroke,' that 'the other crew's dead beat'—the other crew always is—that they're 'only half a length off 'em;' and adds a hundred similar and equally encouraging statements. But this promiscuous shouting only forms part of the din, for to aid the powers of Nature, half the men have armed themselves with horrible mechanical implements of noise and warfare—rattles, revolvers loaded with blank cartridge, fog-horns, whistles, ancient rusty pistols, and so forth. These are employed as continuously as the nature of the instrument or the breath of the runner will permit. The revolver, it is true, is usually intended as a subtle device for informing the crew of their proximity to the boat in front. One shot means 'half a length off 'em,' two 'a quarter of a length,' three 'overlapping'; but as no man rowing in a race of this sort ever distinguishes a sound from start to finish, this code of signals is not remarkably effective. The proud possessor of the firearm, moreover, never fails to let off his six chambers. If his crew are nowhere near the boat in front, he fires off the lot 'to buck them up'; if they are close he executes a 'feu de joie' in his excitement.

Meanwhile the man in the boat has all the excitement of the struggle with the added discomfort, if his particular race is a hard one, of becoming very much exhausted. If he is worth his salt he will row himself out to the last ounce. It is wonderful how long a man with the proper sort of pluck in him, can go on swinging and working even when he is thoroughly 'done;' for, though his back may be perfectly limp, and he may feel that he has neither muscles nor wind left, it is the oarsman's bounden duty to keep swinging and pulling his blade through in time with the others to the very last. If his crew are pressed by the boat behind, the honour of having kept away by



THE EIGHTS AT OXFORD

a foot or two by plucky rowing will in the end amply repay him his pains. If on the other hand his crew are pressing the one in front, he will be able to feel the boat dancing in the other's wash, and the nearness of success will lend him new strength to redouble his efforts. When all is over and his crew paddle back to the college barge, or to the bank, they will be received with tremendous applause or in melancholy silence in proportion to their measure of success or failure.

At Oxford there is only one finishing post for all the eights; when a boat has passed this its race is over, and it can no longer bump or be bumped. An umpire is stationed at this point to decide in case of a bump near the line whether it was made before or after the post was passed, and allow or disallow it accordingly. For disputed bumps further down the course there is no official provision at Oxford. In the ordinary run of events, when a bump is made the coxswain of the defeated boat holds up his hand in acknowledgment, and both crews stop rowing. But if the coxswain does not admit a bump although the pursuing college claim to have made it, and the race continues to the end, the committee of the University Boat Club take the evidence of those who were near the spot at the time, and decide thereby. A disputed bump, as a rule, therefore, resolves itself into a hard-swearing match, each side of the question being often supported by very positive witnesses; although bump or no bump, in a case of the kind, is a matter of half inches and a very difficult thing for a calm and unprejudiced mind to settle with any certainty.

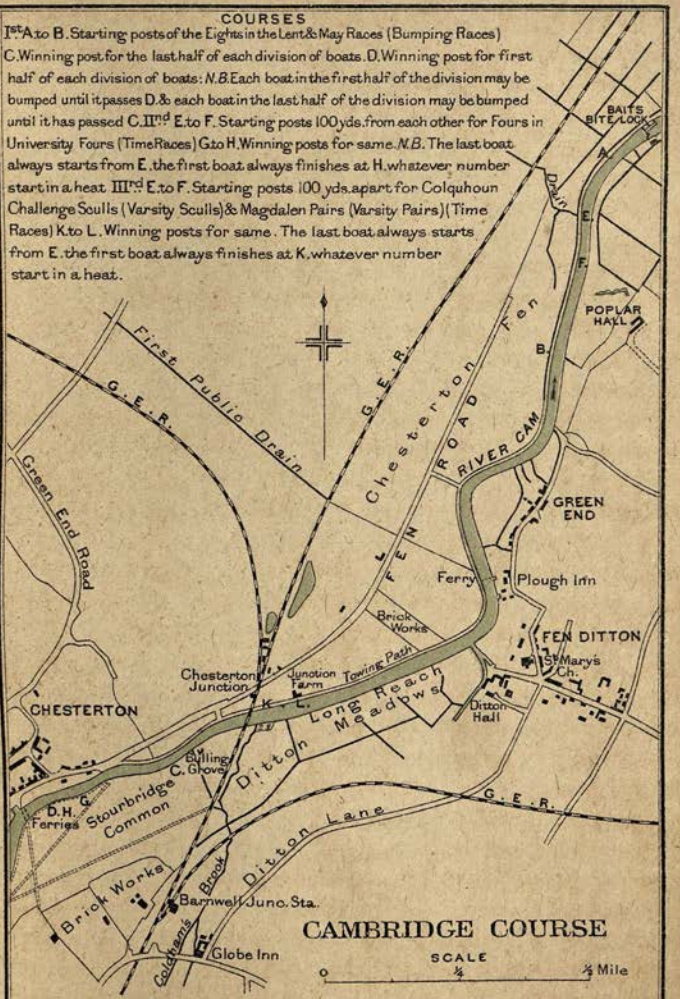
At Cambridge provision is made for such disputes by appointing two umpires, who ride up with the race, and move to any point where a bump seems imminent. It is wonderful, in these instances, how horse and rider safely achieve the impossible, and charge through a mob of perfectly careless and excited lunatics without doing serious damage. The Cambridge man who accompanies his boat has thus the additional pleasure of running with a horse often close on his heels, blowing down the back of his neck. It adds sensibly

to the excitement of the situation. One other difference in the bumping races at Cambridge is that there are two finishing posts instead of one. These are situated about two hundred yards apart. The upper half of a division races to the further one, the lower half to the nearer. By this means the differences of distance which the boats have to row, according to their positions on the river, are to some extent minimised.

At last the four or six nights of racing are over, and success or failure has become a matter of history. If a crew has been more than ordinarily successful, one more incident remains before the excitement and enthusiasm of the occasion die away—the college bump-supper. But the mysteries of this time-honoured and genial institution we will leave the freshman to discover for himself.

For the rest of the term the 'Torpid' or 'Lent' boat oarsman will have little or no more rowing to do, unless he happen to represent his college in the 'Clinker Fours.' This is a race for clinker-built sliding-seat fours with coxswains that is open to the members of any college who are neither 'blues' nor trial-eights-men, nor have rowed in the upper division of the 'Eights' or 'Mays' in the previous year. The number of entries is usually very small, and if a college competes it will probably be represented by senior oarsmen who have already had experience of a sliding-seat. Apart from practice for this event there may be some preliminary coaching in view of next term's races, but little more regular work will be done.

After the vacation, preparations will begin in earnest for the 'Eights' or 'Mays.' Any member of last term's crews who is sufficiently promising will be tried for a place in his college boat or boats. He will now learn to row on a sliding-seat, and if finally selected, must go through a period of practice and training very similar to that already described. The 'Eights' at Oxford are rowed in the middle of the summer term, the 'Mays' at Cambridge at the end of it, so in one case the practice will be of shorter duration than in the other. The races are bumping races for college eights, and resemble, therefore,


COURSES
Ist A. to B. Starting posts of the Eights in the Lent & May Races (Bumping Races) C. Winning post for the last half of each division of boats. D. Winning post for first half of each division of boats: N.B. Each boat in the first half of the division may be bumped until it passes D. & each boat in the last half of the division may be bumped until it has passed C. IInd E. to F. Starting posts 100 yds. from each other for Fours in University Fours (Time Races) G. to H. Winning posts for same. N.B. The last boat always starts from E. the first boat always finishes at H. whatever number start in a heat. IIIrd E. to F. Starting posts 100 yds. apart for Colquhoun Challenge Sculls (Varsity Sculls) & Magdalen Pairs (Varsity Pairs) (Time Races) K. to L. Winning posts for same. The last boat always starts from E. the first boat always finishes at K. whatever number start in a heat.
BAITS BITE LOCK
Drain
POPLAR HALL
First Public Drain
G.E.R.
Chesterton Fen Road
FEN RIVER CAM
GREEN END
Green End Road
Ferry
Plough Inn
Brick Works
FEN DITTON
St Mary's Ch.
Chesterton Junction
Junction Farm
Towing Path
CHESTERTON
Ditton Long Reach Meadows
Ditton Hall
Stourbridge Common
D.H.C. Ferries
Ditton Lane
Brick Works
Barnwell Junc. Sta.
Goldhams Brook
Globe Inn
CAMBRIDGE COURSE
SCALE
0 ¼ ½ Mile
NOTE to IInd & IIIrd The distance E. to F. is variable in proportion to the number of boats starting in a heat. The point E. is taken & the last boat started there, the next 100 yds. towards F. & so on.
Key by R. C. Gridley, Esq., Ex-Pres. C.U.B.C.
E. Weller

Longmans, Green & Co. London, New York & Bombay.

the 'Torpids' and the 'Lents;' but the crews are the best the colleges can choose, sliding instead of fixed seats are used, and the upper division at Cambridge, and both divisions at Oxford, row in light boats—that is, boats no longer clinker-built, but of the lightest class made.

The description already given of a bumping race applies equally well to the 'Eights' and 'Mays' as to the races of the previous term, the only difference being that as the class of the rowing is superior the interest taken in the races is more general, and as the weather is warmer they attract a number of additional sight-seers. The enthusiasm displayed is even greater, therefore, than in the 'Torpids' or 'Lents,' and the shouting crowd that runs with the boats more numerous.

At Oxford, 'Eights' week is an occasion of general gaiety; and it is a favourite practice of the undergraduate to invite his sisters, and his cousins, and his aunts to see Oxford in general, and the bumping races in particular. As a result, the barges are much bedecked with ladies, and the undergraduate divides his time between sport and pleasure, probably having much ado to explain (or invent!) the how, why, and wherefore of things to his inquisitive relatives and friends.

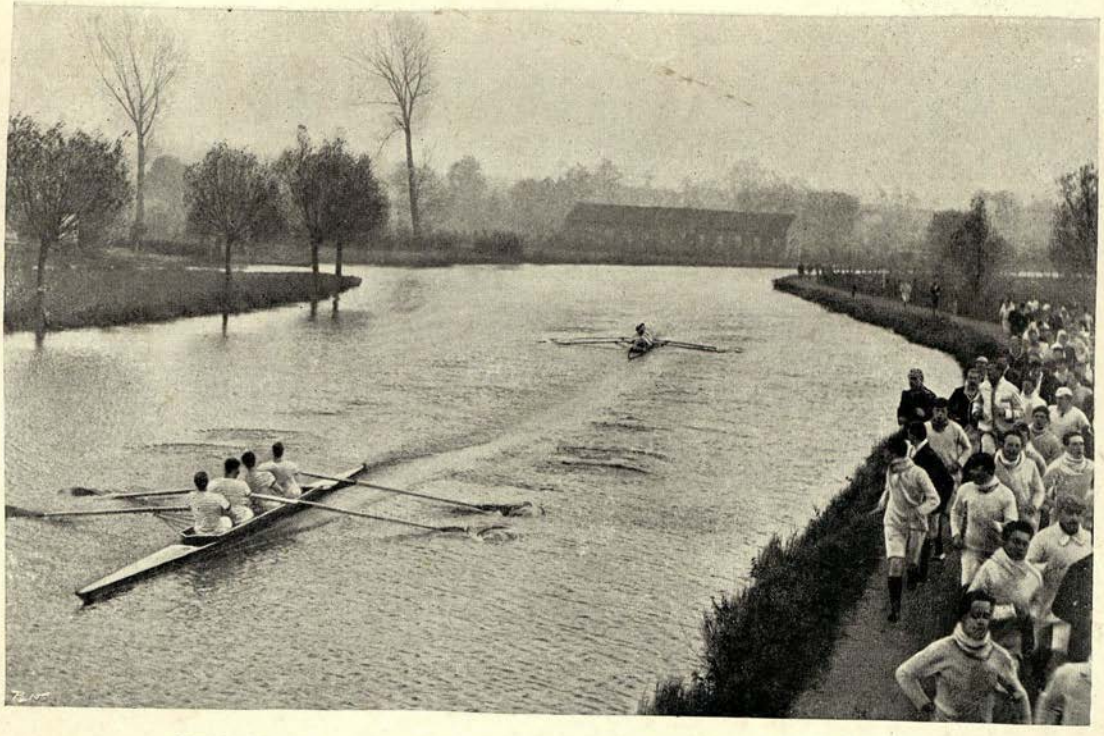
At Cambridge the occasion is one of yet greater gaiety, for the 'Mays' introduce May week, and on the last night of the races, which is the first of a period of dancing and festivity, the female element is in great evidence at Ditton.

So ends the freshman's first year of rowing at the 'Varsity. If he has been fortunate enough to secure a place in his college eight, or in his first 'May' boat, he will come up again in October as an oar of some standing. He will probably now be entrusted with the preparatory coaching of some of the new generation of freshmen, and will have to instil into others the knowledge he has so hardly acquired himself. If he has not risen to this dignity he will have little to do, and must wait till the Lent term to take part anew in 'Torpids' or 'Lents.'

About the middle of the Michaelmas term the 'Coxswainless Fours' are rowed. This race is open to any college that

chooses to enter, their representatives rowing in a coxswainless four-oared boat with sliding seats. This is not a bumping but a 'time' race; and the competing crews row in heats, two together. As before, the boats row one behind the other, each having its own starting post; but the distance between them is greater, and each has now its own finishing post. The intervals between the two starting posts and the two finishing posts are equal, so that both boats row the same distance but between different points. The two crews start together, and it is the object of each to pass its particular finishing post first. The old method at both Universities of deciding which crew had won was by pistol-fire. A man was stationed opposite each boat's winning-post with a pistol, which he held pointed along the finishing line, and fired as the boat he was acting for crossed it. A judge, who was placed at a point whence he could see the flash of both pistols, decided which had been fired first, and thereby declared the winner. The pistols, however, which for some reason were of a remarkably ancient type, as often as not refused to go off, and the method naturally proved so uncertain that after many disputed decisions it was given up. The present system at Oxford is by semaphore—a man, who is not a member of either of the colleges interested, being set at each winning-post to drop the signal as the boat crosses the line; the judge, as before, deciding which signal was the first to fall and declaring the winner. This system was also adopted by Cambridge a few years back, but has recently been re-exchanged for the old pistol-fire method.

Unlike the eight-oared races in which every college is represented as a matter of course, the 'Fours,' at either University, attract as a rule only a small entry. A college seldom enters unless it appears to have some chance of winning, and the number of crews competing does not at most exceed seven or eight. The practice and training for this event covers roughly the first four weeks of the October term, and the races themselves last usually three days, the duration depending on the number of entries and the number of heats that are



FINAL OF THE COXSWAINLESS FOURS AT OXFORD, 1897 : BALLIOL *v.* NEW COLLEGE

consequently necessary. Only one round of heats is rowed in a day, so that a crew has never more than one race in an afternoon. Of course, as few colleges are directly interested, the attendance is not nearly so great as in the bumping races, but to win the 'Fours' is regarded as a great achievement, and is celebrated as such by the college that is victorious.

Throughout the October term at both Universities the President of the University Boat Club is very busy with the selection and arrangement of the Trial eights. These two crews, when finally made up, contain the sixteen men from whom—after adding the President himself and one or two old blues whom it may not be thought necessary to row in Trials—the 'Varsity eight is itself chosen in the following term. As far as is possible the President tries every man of any promise that is to be found in the University, and the rather prevalent idea that personal favouritism plays some part in the choice of 'Varsity oars is entirely erroneous. The man who ought to have got into his University eight and didn't is a type we are all constantly meeting with or hearing of; but in at least ninety-nine cases out of a hundred he 'didn't,' simply and solely, because he wasn't good enough. Of course, human judgment is not infallible, and a President may sometimes err in his choice; but in the main very few mistakes are made, and most of those 'who ought to have got in' (in their friends' estimation) are at least a class below 'Varsity form. As for actual favouritism, every President is far too keen on turning out the best crew possible to dream of such a thing, and would readily exchange his best friend for the most objectionable man at the University if the objectionable man were the better oar.

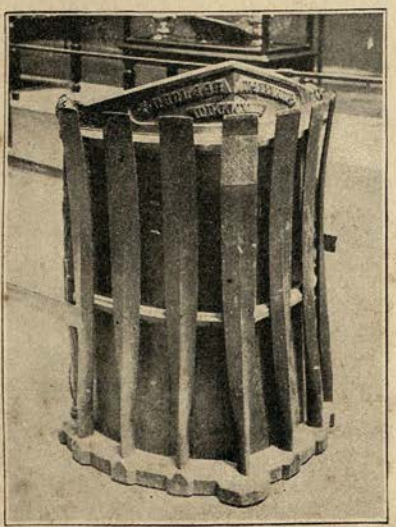
Another criticism often made with regard to the 'Varsity crew is that it is composed almost exclusively of men from one or two colleges at the top of the river; and it is argued that, therefore, the man whose boat is low down has not a fair chance. But it must be remembered that directly a college attains a position near the top of the river success breeds success, and

its crews improve out of all proportion to those of the lower colleges. Some of its men gain their 'blues,' and this of itself raises at once the standard of the college coaching and the class of its rowing. Furthermore, the big non-rowing men in the college are immediately willing and anxious to come down and be coached, and this adds both to the quantity and quality of the available rowing material. Hence the one or two crews at the top of the river are often of quite different class from those

O.U.B.C. PRESIDENT'S CHAIR: MADE OUT OF THE 'SEVEN-OAR'

below them. New College, for example, were last year (1897) head of the river at Oxford, and afterwards proved good enough to win the Grand Challenge Cup at Henley. It is very doubtful whether they could have improved their crew if, with the exception of Magdalen, they had had the pick of every boat on the river. It is not surprising, therefore, that a President should find in the leading boats a number of oarsmen better than any in those lower down.

But another reason for the exclusiveness complained of is that the majority of a 'Varsity eight are often old Etonians, and the good Eton oars mostly congregate at one or two particular colleges—Trinity at Cambridge, and, at present, New College or Magdalen (the two head rowing colleges) at Oxford. This large proportion of Etonians in a University eight is after all only natural; for years of teaching and practice at the best nursery of rowing in England have their value, and give



O.U.B.C. PRESIDENT'S CHAIR: BACK VIEW SHOWING THE SEVEN OARS

the Eton eightsman a long start of the freshman, who has all his rowing to learn. With ordinary improvement the good Eton oar may well be worth his 'blue' in his second term at the 'Varsity, while the beginner cannot possibly be far enough advanced to gain this distinction before his second year of rowing, and will not be nearly at his best till his third or fourth. In the ordinary course of events, therefore, the good Eton oar

will row four years in his 'Varsity eight, while the man, however promising, who has had to learn his rowing as a freshman, is not likely to row more than two.

It must not be regarded as surprising, then, if many of those who eventually compose the trial eights are either Etonians or men chosen from a few of the best college crews. But besides these there will always be a fair sprinkling of representatives of the lower colleges. In these cases the oarsman, to start with, will probably be a very rough performer, for it is hardly possible for anyone to learn good rowing while associated with very second-rate oars in a very second-rate crew. For a man of this sort it is wonderful what a spell of practice with more finished oarsmen and under sound coaching will do. When he has been through 'Trials' he will be of a different class altogether, and his influence will in turn tend vastly to improve his college eight when the summer term comes round again.

Every day, almost from the beginning of the October term, two Trial eights are taken out regularly and altogether a very large number of men tried, some only for a day or two, but the more promising for longer. The worst are for the most part tried first, and the better held in reserve. Occasionally one of those first tried is found good enough to retain his place, and may perhaps row through 'Trials' all the term. But this is the exception, and few of the early 'Trials' men survive for long. Steadily the process of elimination goes on till towards the end of the term the President has finally settled his crews, which are eventually matched against each other in a race.

For the whole of the next term—again the term of 'Torpids' and 'Lents'—the practice of the University Eight will be proceeding. If the oarsman, whom we are accompanying through his University career, has rowed in Trials, and has thus had an unbroken record of advance, he will now have his first chance of gaining his 'blue.' Even after steady rowing for a year and a half he is not yet likely to be sufficiently practised on a slide, nor to have his muscles sufficiently set, to render him a first-class oar; but he may be thought so promising

as to be worth a seat in the University crew. If this is so he will now have before him the ten weeks of hard practice and heavy work which are considered necessary for the eight that are to represent their University at Putney. But this subject has been dealt with in a previous chapter.

The University freshman who is going to row has now been given a sketch of the regular course that is before him—from the time of his earliest struggles in a tub-pair to the day when a seat in his University eight may possibly crown his efforts. In addition to this compulsory round of events there are others which he may take part in if he chooses. Once every year the University Pairs (for which any two men—not necessarily of the same college—may enter), and also the University Sculls are competed for ; and there are besides College Pairs and College Sculls for the members of each college. It will not be necessary to refer to these in detail. In every case they are time races rowed on the system already described for the Fours.

It may be added that for the oarsman who is successful at the University opportunities of rowing at Henley, when the summer term is over, or at any other of the Thames regattas, will not be wanting. But in no outside racing will he find quite that same spirit of intense keenness and lively enthusiasm which dominates college rowing at the University itself.

CHAPTER X

METROPOLITAN ROWING

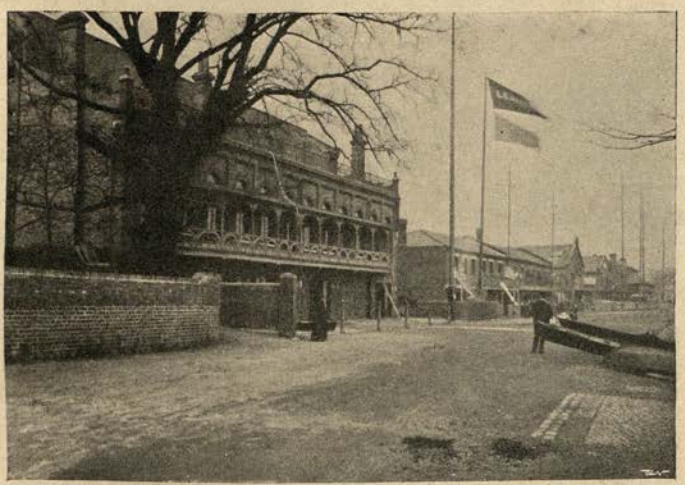
BY S. LEBLANC-SMITH

IT would be difficult to overestimate the value of Metropolitan clubs in keeping up the standard of rowing in this country, and, therefore, throughout the world. The present generation of rowing men, who have seen, on the one hand, University and Leander crews at a higher state of perfection than perhaps they have ever attained previously, and, on the other, London and Thames crews not quite up to their average, will at first be inclined to doubt the truth of this statement; but it is only necessary to glance back over the history of rowing for the last forty years or so for proof that it is not an exaggerated one.

Metropolitan rowing, and indeed rowing generally, seems to have been at its lowest ebb about 1850, in which year crews from Oxford University walked over for both Grand Challenge and Stewards' Cups at Henley. It is true that there were still a few clubs—of which St. George's, Leander, Argonaut, Wandle, the Oxford and Cambridge Universities' Subscription Rooms, and the Thames Club (not to be confounded with the Thames Rowing Club of the present day) were the most important—that still kept it from dying out altogether of inanition; but it was in a decidedly anæmic condition; the clubs were small and the members apathetic. It is difficult to say precisely what were the causes of this apathy, nor is it of much importance at this distance of time. One reason, however, which was assigned for it at the time may be mentioned, although it tends to provoke a smile in these days of rapid locomotion—namely, that

the distance to Putney was too great for business men or other residents in London !

Fortunately, however, for the sake of the sport there still remained a few enthusiasts, men devoted heart and soul to rowing, who determined to take active steps to infuse fresh life into it and revive it. They were members of the Argonaut Club, the names of some of whom have since become household words amongst rowing men, and whose fame will be handed



THE BOAT-HOUSES : PUTNEY

down to posterity as long as rowing exists. To the enterprise and energy of the brothers Francis and Herbert H. Playford, J. Nottidge, J. Paine, A. A. Casamajor, and others the existence of the London Rowing Club is mainly due. They considered that the best method of reviving rowing was to endeavour to collect together those members of the other clubs who really had the sport at heart, and to consolidate them under one flag. For this purpose they called a meeting in the early spring of 1856, and there and then, under its title of to-day, the London

Rowing Club was instituted. From its outset the experiment met with success. Within three months of its creation the club numbered about 150 members, and it was decided to enter crews at Henley Regatta for the Grand Challenge Cup and other principal events that very year. Unfortunately for the new club, however, the regatta authorities had already made a rule—in force at the present day—providing that no club which has not been in existence for twelve months can enter a crew at Henley Regatta. The London Rowing Club, therefore, fell back upon the older title of 'Argonauts,' and were eminently successful. They secured the Stewards' and Wyfold Cups, rowing, as was then permitted, identically the same crew in each event; and they also won the Silver Goblets and the Diamond Sculls. It may be mentioned that F. Levien, until recently Secretary to the Stock Exchange, was associated, as coxswain, with some of the club's earliest successes.

In the following year, as 'London Rowing Club,' with the famous H. H. Playford at stroke, they succeeded in winning the Grand Challenge Cup, for which they beat a crew of the Oxford University Boat Club, in addition to repeating their victories in the Stewards' Cup and Diamond Sculls. In 1859 they beat both the Oxford University Boat Club, who had a very strong crew, containing Risley, Warre, Arkell, Lane and Morrison, and also the Cambridge University Boat Club, and again won the Grand Challenge Cup. This was the last occasion upon which 'Varsity crews, as such, rowed at Henley.

From that date to the present, whatever may have been the difficulties with which they had to contend, and however poor the material at hand for the formation of a crew, the London Rowing Club has never once failed to send a crew for the Grand Challenge Cup; and upon two occasions only has it failed to enter a crew for the Stewards' Cup also, although in many years it was perfectly aware that its chances of success were little short of hopeless. In addition to this, it has, since the establishment of the Thames Cup, sent a crew annually for that event, with the exception of 1869.

The certainty of meeting at least one crew which it was known would spare no pains to come to the post as perfect as practice and training could make it, must always have had a favourable effect in stimulating other crews to greater efforts, and consequently must have been a considerable factor in keeping amateur rowing at a high pitch of excellence.

But to revert to the early history of the club. Its first successes had the effect of placing it in the very front rank in the rowing world, a position which it may fairly claim never to have forfeited, although it has had its times of adversity as well as of prosperity. It can readily be understood that its creation gave a fresh stimulus to amateur rowing, into which it infused an entirely new life; and that, not upon the tideway alone, but also at the Universities.

The London was the first really large rowing club unlimited in numbers; in this respect, as in many others, it was a pioneer. Its example was very soon followed by Leander, which in those days was quite a small, though important, club, its members being limited to thirty-five; whereas now, in 1898, Leander is the largest club upon the river, the London Rowing Club coming next, and the Thames Rowing Club third. The University clubs are not included in this comparison, as they are on an entirely different footing.

For many years the London Rowing Club stood alone amongst Metropolitan clubs, with nothing to approach it either in numbers or rowing power. Certainly other clubs did exist upon the tideway, mainly at Hammersmith, Putney, and Wandsworth, and later at Twickenham; but none of them attained front rank, owing to paucity of members and other causes. They acted, however, as feeders to the London Rowing Club, training men to a certain amount of skill in oarsmanship, even if not always of a very high order.

Fortunately for Metropolitan rowing, London's supremacy was not long allowed to remain unchallenged, although its first opponent was not one having headquarters upon the tideway. Early in the sixties the Kingston Rowing Club proved itself a

most powerful rival. It may perhaps not be reckoned a strictly Metropolitan club—certainly its headquarters are not upon the tideway; yet it could hardly be designated a Provincial club. In any case, it exercised a very great influence upon Metropolitan rowing, and was a constant opponent of the London Rowing Club at Henley and most of the other regattas upon the Thames, tidal or otherwise. Under the auspices of W. B. Woodgate and the late R. W. Risley, both of Oxford University fame, it attracted many old public school and University oarsmen of the class which is now almost invariably to be found under the flag of the famous Leander. But this latter club was then in a dormant condition. Consequently Kingston played a very leading part indeed. It is only necessary to add to the two mentioned above the names of such men as M. Brown, the Oxford stroke at Putney in the ever-memorable race of 1865, and also in 1866; W. R. Griffiths, the Cambridge stroke in 1866 and 1867; F. Willan, E. F. Henley, and E. L. Corrie, to give an idea of the sort of stuff of which Kingston crews were composed. In 1864 and 1865 they won the Grand Challenge Cup, but since then they have never succeeded in attaining this distinction. They won the Wyfold in the years 1863 to 1868, and have done so several times since. They also won the Stewards' in 1884, and were again to the front last year (1897), winning the Thames Cup against very strong opposition with a capital crew, which subsequently won the Metropolitan and Molesey Regatta Challenge Cups for eights, beating the London and Thames first crews. It was quite refreshing to see once more, under the familiar colours, such a smart eight as that which they turned out.

The sixties were very important years for Metropolitan oarsmen, a wave of activity seeming to supervene after the lassitude which had previously prevailed. In that decade were started the present Thames Rowing Club, at first, for a brief period of its career, called the City of London Boat Club; the Molesey Boat Club, and the Oscillators; whilst the Metropolitan Regatta was also instituted, and Walton Regatta,

Kingston Regatta, and last, but not least, Barnes and Mortlake Regatta, were in the heyday of their existence. Professionals, too, were very busy, several regattas, which produced large entries, being instituted for them ; all of these, however, have long ago ceased to exist.

The Thames Rowing Club of the present day, which bears no relation to the Thames Club of the forties and fifties, is now, and has been for many years, a most prominent factor in amateur rowing. But before making further reference to it, perhaps it would be well to say a few words about the Oscillators, a club which came into prominence at an earlier date than the Thames Rowing Club.

The Oscillators Club suddenly sprang into existence in the late sixties, and its career, although of a very ephemeral nature, was a fairly brilliant one. Its origin was as follows. Several members of the London Rowing Club resided at Surbiton, where for their convenience the committee had placed one or two boats. From this beginning a separate club gradually developed itself, which took the title of 'Oscillators,' and made its *début* at Henley, in 1868, with a four for the Stewards'. They defeated in the first heat a Kingston Rowing Club crew containing three Oxford 'Varsity oars and stroked by E. L. Corrie. It should be mentioned that two of the members of this Oscillators crew—namely, the late A. Shoolbred, and Walter Shoolbred, of coaching fame—had rowed, two years previously, in a London Rowing Club crew for the Wyfold Cup, upon which occasion they had met and defeated, in a most unexpected manner, an Oxford Etonian crew containing four Oxford University oarsmen. The Oscillators won the Wyfold in 1869, and the Thames Cup in that year and in 1870. They have long since ceased to exist, having vanished as suddenly as they appeared. During their brief career, however, they were the means of bringing into prominence a man whose name shortly afterwards became as well known upon the river as that of W. G. Grace upon the cricket field—namely, F. S. Gulston, of whom mention will again be made.

To hark back to the Thames Rowing Club. They first appeared at Henley Regatta in 1870, in a modest four, for the Wyfold Cup, which they won easily, beating Oxford Etonians and Oscillators in the final. They had previously won a junior race or two at the Metropolitan and Walton Regattas. In 1871 they again won the Wyfold, being entered for that race alone, and in the following year they won both the Thames and Wyfold Cups. From 1874 onwards they have, almost without exception, entered crews annually for the Grand, Stewards', Thames, and Wyfold, whether those crews were good, bad, or indifferent, thus being, with the London Rowing Club, the most constant supporters of Henley Regatta, as well as of the Metropolitan and minor regattas.

The unexpected advance of the Thames Rowing Club (instituted as a pleasure-boat club in 1861) marked a fresh era in Metropolitan rowing. The London Rowing Club had hitherto held undisputed sway upon the tideway, but the Thames Rowing Club soon proved a very dangerous rival. The new club was an unmixed benefit to below-lock rowing, giving it a healthy stimulus, and provoking a spirit of keen rivalry, which exists at the present day, and is of the utmost value, as tending to maintain a high standard of excellence. It may here be remarked that in 1879 these two leading clubs, London and Thames, originated in conjunction an association originally called the 'Metropolitan Rowing Association.' This, from a small beginning, gradually blossomed into that very powerful body now known as the 'Amateur Rowing Association.' It arose in this way. The London Rowing Club had won the Stewards' Fours from 1868 to 1878 inclusive, with the exception of 1870, when the Oxford Etonian Club were victorious. Four-oared rowing was the favourite branch of the sport in foreign countries; consequently, when a foreign club wished to challenge a representative English club, it naturally selected the London Rowing Club, as was the case in 1872 and 1876. It was evident, however, that a day might very possibly arrive when neither London nor Thames might have

a really representative four. Messrs. Gulston, Fenner, Horton, Hastie, Adams, Labat, Trower, and LeBlanc-Smith, therefore, met together, and the 'Metropolitan Rowing Association' was there and then founded. It combined the members of the various Metropolitan clubs under one flag, so that, in case of need, they should be enabled to select a crew which should represent their combined forces, for the purpose of defeating the foreign or colonial invader. As a matter of fact, circumstances necessitating the selection of such a crew have never arisen as yet, and quite recently the clause in which this, the fundamental object of the original Metropolitan Rowing Association, was embodied, has been expunged from the articles of the Amateur Rowing Association.

The Molesey Boat Club has already been mentioned as having been founded at the end of the sixties. This club has turned out some fast crews, but it has not met with very many successes. In 1875 it rowed second to Leander for the Grand, but its only wins at Henley up to the present date are the Thames Cup in 1891, and the Wyfold in 1892 and 1893. Two first-class scullers have hailed from Molesey—namely, A. C. Dicker, who won the Diamonds in 1873-1875, and the Wingfields in 1873 and 1874; and A. Payne, who won the Wingfields in 1880 and 1882. The well-known Oxford and Leander oarsman, C. W. Kent, is a prominent member of the club. There is an annual regatta at Molesey, which, in spite of a somewhat indifferent course, always secures a large entry and is generally a success.

The Twickenham Rowing Club, although it won its first regatta prize as long ago as 1864, when it secured the Junior Fours at Walton-on-Thames Regatta, did not assume any prominence in the rowing world until 1883, when it entered a crew at Henley for the Grand. The club was then very strong, owing to its having been reinforced by a powerful detachment from Hertford College, Oxford, consisting of D. Q. Roberts, E. Buck, D. E. Brown, and the late J. Lowndes. These men, rowing for their college, had succeeded in winning the Stewards'

Fours in 1881 and 1882. Twickenham, on the occasion named, won their trial heat for the Grand, beating Leander and Chester, but were beaten in the final by London. In 1884 and 1885 they again got into the finals, but were beaten by London in 1884, and by Jesus College, Cambridge, in 1885; in 1886 they were beaten in their trial heat, and have not since entered for the Grand. In 1883 and 1884 they competed unsuccessfully for the Stewards'. They won the Thames Cup in 1879, 1881, and 1884, and the Goblets in 1882 and 1883. It may be mentioned that the late J. H. D. Goldie was a member of the club, in which he took much interest, aiding the members with his advice as a coach pretty regularly at one time.

Of the smaller clubs upon the tideway at the present day, the most prominent are the Kensington Rowing Club, and the North London Boat Club, at Hammersmith, the Anglian Boat Club, at Strand-on-the-Green, and the Vesta Rowing Club, at Putney.

There are several clubs upon the river Lea, which boasts an Amateur Rowing Association of its own; but they are not numerically strong, nor do they come much to the front at regattas upon the Thames.

As regards international rowing, the London Rowing Club was accepted, abroad at any rate, as the representative English club, and as such was in 1872 challenged by the Atalanta Boat Club, New York, to a four-oared match over the $4\frac{1}{4}$-mile Metropolitan course. The London Rowing Club crew consisted of (bow) John B. Close; (2) F. S. Gulston (steerer); (3) A. de Lande Long; and (stroke) W. Stout. The Atalanta crew was made up of (bow) E. Smith; (2) A. Handy; T. Van Raden; (stroke) Dr. R. Withers. The wind being fresh from the S.W., the race was rowed down from Mortlake to Putney, at the request of the Atalantas, who preferred perfectly smooth water. The London Rowing Club, who were the heavier crew, went right away at the start, winning easily by forty-six seconds. This was the first occasion on which sliding-seats were used in an amateur boat race in this country.

In 1876 a Frankfort crew came over, having challenged the London Rowing Club to row a four-oared race from Putney to Mortlake. The match took place, by desire of the Frankfort men, on the Saturday preceding Henley Regatta, so that the London crew, which consisted of (bow) C. H. Warren; (2) F. L. Playford; (3) S. LeBlanc-Smith, and (stroke) F. S. Gulston, and which was entered for the Stewards' Cup at Henley, were unable to devote very much time to practice for this special race. The Germans stipulated that coxswains should be carried, and accordingly V. Weston, carrying weight to make up 9 st. 5 lb., steered London, whilst the German coxswain weighed only 8 st. 12 lb. In the event London won with considerable ease.

In 1878 the London Rowing Club met and defeated, in the final for the Stewards' at Henley, an American crew of very doubtful amateur status, representing the 'Shoe-wae-cae-mette Boat Club,' who rowed fast for half the distance, but eventually collapsed. The London Rowing Club thus prevented the cup from leaving the country.

In 1882 an American four of the Hillsdale Rowing Club, as to whose amateur status also considerable doubt existed, entered at the Metropolitan Regatta, but their entry was refused on the ground of its having been received a week too late. They then challenged the Amateur Rowing Association to form a crew, but this proposal was declined. Eventually the Thames Rowing Club agreed to row them from Putney to Mortlake, and won easily at the finish, although, owing to somewhat sluggish rowing, added to considerable 'jockeying' by the Americans, they were unable to obtain a lead before Chiswick, $2\frac{1}{2}$ miles from the start. The Thames crew consisted of (bow) A. B. Tween; (2) J. Hastie (steerer); (3) H. J. Rust, and (stroke) F. Canton.

Of the regattas upon the tideway, the only one of any importance at the present day is the Metropolitan, which is entirely kept up by the London Rowing Club, under whose sole management it takes place. It was founded in 1866, and

was the offspring of the late Herbert H. Playford, when captain of the club. Originally the committee of management consisted of the captains of all the Metropolitan rowing clubs, but it was found that practically all the sinews of war were provided by the London Rowing Club, and eventually that body took the management of the regatta entirely into its own hands. H. H. Playford thought that, with so fine a course available, it would be possible to hold a regatta second to none in the world, and with this end in view the challenge cups which were offered for competition were of far greater value than those of any other regatta. But somehow it cannot be called a success, although in 1895 the London Cup for scullers produced a memorable race, bringing to the post five such men as Rupert Guinness, the winner; Guy Nickalls, V. Nickalls, E. A. Thompson the Canadian, and H. T. Blackstaffe, the present amateur champion, all of whom rowed in one heat. Probably no five scullers of equal merit have ever before been seen alongside one another.

The real causes of the non-success of the Metropolitan Regatta are, first, that Leander and the best University crews go out of training after Henley, and have little taste for further racing; and, secondly, the fact that it is always difficult to make a regatta on tidal water attractive. In this instance, too, its proximity to London, and the roughness of the crowd which collects upon the towpaths, preclude the possibility of its ever becoming popular amongst the class of people whom one sees at Henley, Walton, &c. One cannot very well picnic in the romantic and savoury locality known as the 'Dung Wharf,' and although the old 'Soapworks' are now called 'Harrod's Stores,' even that title fails to entice. It is a pity, for the course is an excellent one, being the first mile and three-quarters of the Metropolitan champion course.

In the sixties the old Barnes and Mortlake Regatta, which has now ceased to be, used to attract good entries and to provide good sport, its challenge cup for fours often producing a splendid race. In those days, too, there was no

scarcity of entries for Walton Regatta, which was always a pleasant meeting; but after 1875 it was for a considerable period allowed to lapse. The last few years have seen it again strongly revived, and it is to be hoped that this revival may prove permanent.

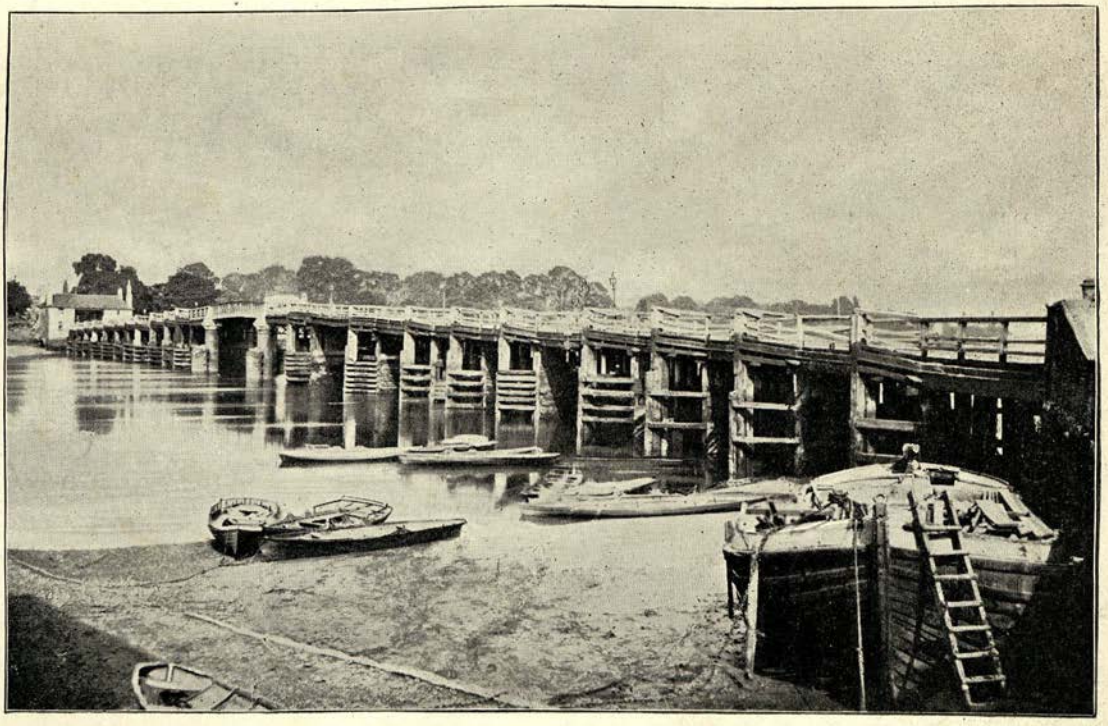
Kingston Regatta, which is managed by the Kingston Rowing Club, is not quite so attractive from the point of view of a picnic as Molesey and Walton, but it is always business-like and well managed, and the principal events are usually fought out by London, Thames, Molesey and Kingston.

To pass on now to the surroundings particularly affecting Metropolitan rowing. As has been previously remarked, rowing upon the tideway is not by any means an unmixed pleasure. To begin with, the locality is the reverse of picturesque, if not absolutely hideous. Many of the fine old elm trees which not so very many years ago adorned the banks both on the Middlesex and Surrey sides of the river have been removed, either to make room for buildings, or for the purposes of a roadway, and the picturesque Craven Cottage, with its many associations, has also disappeared. Then, again, the tides, both flood and ebb, run very strongly—so much so that, if there is anything like a smart breeze, a weather-going tide raises a sea which makes rowing very unpleasant, to say the least of it; neither is the state of affairs improved by the wash of frequently passing steamers, which, always disconcerting, has become much worse of late years off Putney, owing to the extent of steep stone embankment which has replaced the former natural, gradually sloping foreshore, with its numerous inlets and masses of rushes. The waves rebound from this wall and create a nasty lipper, which takes a long time to subside and is carried up for some distance by the flowing tide. This is trying to the most expert crew, but its effect upon a crew of novices, or even upon a crew of experts when distressed, is absolutely demoralising, frequently sending them all to pieces. From this it will be seen that the man who makes up his mind to go in seriously for rowing at Putney or Hammersmith

must have his heart and soul in it, and must be prepared to put up with many inconveniences and discomforts which are unknown upon non-tidal waters.

Rowing, indeed, below locks differs very materially from that above, and it cannot be denied that in every point, except that of accessibility to London, the advantage rests with the above-lock oarsman. No doubt the water at Putney, within the hour or so immediately preceding and following high water, is more lively than is the case in non-tidal localities; but at other times it presents serious hindrances both to rowing and coaching—hindrances which are of an irremediable nature, and are unknown except on broad tidal waters. The facility with which a sea gets up when the tide is going to windward has been already commented upon. Again, whatever the Oxford University Boat Club and the Cambridge University Boat Club may be able to manage, Metropolitan clubs have neither sufficient funds to enable them to hire steam-launches for coaching purposes, nor sufficient leisure to allow of their selecting the best state of the tide for practising. Coaching must, consequently, be carried on either from the stern—which is only possible in tub-boats—or else from the bank, which can only be done at certain states of the tide; inasmuch as, when the water is low, it becomes necessary to take the boat so far out from the bank that the most stentorian tones can hardly be made to reach the offending oarsman. Horses are to some extent resorted to, but it is not given to every towpath hack to keep pace with a first-class racing eight on a spring tide, with or without a leading wind. In this respect the above-lock coach and crew have a very distinct advantage.

Whilst dealing with the subject of tides, it is worthy of remark how much they have altered of late years. The demolition of the picturesque old wooden Putney Bridge removed a great obstacle to the free passage of the water; but more than all, the ever-increasing embankment of the river, already referred to, which is proceeding year by year, has had a most marked



OLD PUTNEY BRIDGE

effect. Formerly the water meandered over hundreds of acres of mud between the old Craven Cottage, where the granite wall now is, and London Bridge. At the present day all that mud has disappeared, and the whole force of the tide is confined in an artificial narrow channel, so constructed as to facilitate its rapid progress in every way. As a natural result, the times occupied over the course by racing boats are much less now than they were a few years ago; and it is therefore impossible to make a fair comparison between them.

The material available for the manufacture of the Metropolitan oarsman is not so promising as that at the disposal of Leander or the 'Varsities. The reasons are obvious. In the first place, Metropolitan clubs have very little of the ready-made shapely stuff, which Eton and Radley send to the Universities, and which the Universities pass on so largely to Leander. The majority of the material at the command of the Metropolitan club captain is of a very different nature. It is much less pliable, consisting chiefly of men who are older and whose muscles are more set, men who very possibly have never experienced any coaching at all, but who have tried to row by the light of nature. Everyone knows that it is much easier to make a good oar of a man—and, *a fortiori*, of a boy—who has done no rowing at all, than of a man who thinks he knows something (if not all) about it, and who has probably contracted all kinds of bad habits, which must first be unlearnt before good ones can be taught. But it is with the latter class that the Metropolitan coach has in most instances to deal.

Given the fullest knowledge of all the intricacies of the science of rowing, and the somewhat rare faculty of imparting that knowledge to others, the one other supreme virtue the possession of which is absolutely essential to a coach for any crew, but particularly for a crew of men, is *tact*. Boys and University men are—or shall we say, ought to be?—always, in a greater or less degree, under discipline, but even they have been known 'not to take coaching;' and when a coach has to deal with a lot of men twenty-five years of age and upwards, Heaven help

him and them if he has not a plentiful supply of tact and self-control. However, he usually possesses these characteristics to some extent, at any rate, or he would not have been selected for the position. Having been in training himself, he will be aware from personal experience that men, when in a high state of condition and under restrictions as to diet, &c., are not infrequently irritable, annoying, and peevish to the verge of childishness, or even beyond it, and he will make allowances accordingly. Many crews owe much more to the tact and forbearance of their coaches than they are aware of.

It must not be forgotten that business men, who form a majority of the members of Metropolitan clubs, are obliged to devote the best part of their day, and of their energies, to the profession in which they are engaged. It is, therefore, only when their work is over—work which has very probably been conducted amidst the bustle and crowd and heat of the City—and when they are more or less fatigued, that they have any time to devote to their favourite pastime. They then get into the train, hurry down to Putney, row in eight, four, pair, or whatever it may be—very likely all three in succession—under whatever circumstances of tide may happen to prevail. Rowing being over, they again rush to catch a train, and in due course arrive home just in time to go to bed—a programme which is repeated night after night!

Contrast this with the experience of the more fortunate 'Varsity crews. At Putney their very meals are regulated by the time of high water, so that they may always row on the best of the tide; whilst when at their respective seats of learning, with no tide to consider, they row at the best period of the day, their principal anxiety being whether they will be put over the long course or not. True, there are such things as 'schools;' and one has even occasionally heard of inconsiderate dons who have been known to fix these entertainments without due consideration for Henley Regatta, or the University Boat Race. But do not the Metropolitan clubs also complain that a certain body of some importance in the financial world also shows a

similar want of consideration, and frequently fixes its 'settling days' without the slightest reference to the date of Henley?

Talking of the 'Varsities, perhaps one may be allowed to say a few words about Leander, not because it is accurately styled a Metropolitan club, but, on the contrary, because of the very strong contrast it presents in many ways to Metropolitan and all other rowing clubs. It has a boathouse at Putney, certainly; many of its members, too, are professional or business men in London; but its similarity to a Metropolitan rowing club begins and ends there. The Leander Club occupies, indeed, a unique position—a position entirely different from that of any club upon this or any other river. Its very title is different to that of any other river club, for it calls itself neither 'Rowing' nor 'Boat' Club, but simply 'Leander Club.' It is the oldest, and at the present time the most powerful and wealthy, of all aquatic clubs—in this country, at any rate. It must be admitted that it contains a greater amount of rowing talent, past and present, than any other club in the world. Nor can this be wondered at when its composition is taken into consideration. Unlike the London, Thames, Kingston and other clubs, it never undertakes the manufacture of oarsmen *ab initio*. It does not deal with the rough material. It attracts to itself the most accomplished and most promising oarsmen at either University; selects the best of them, in addition to the best of those who have just gone down; from this material it forms a crew for Henley, and sets to work to shake them together, and to bring them to the post in as fit a condition, and with as polished a style, as possible; but that is all. Its members come to its hand ready-made oarsmen; not faultless, it is true, not always even first-class, but never very far from it. Those undergraduates of Oxford or Cambridge who wish to join it must win their spurs before they can qualify for election. They must individually have come into the front rank of oarsmen. To such an extent has the pink cap come to be recognised by undergraduates of Oxford and Cambridge as a badge of proficiency in a boat, that 'to get his Leander' is one

of the first aspirations of a College oarsman. At this moment there is probably, at neither University, a single prominent oar who is not a member of Leander. The result is that the club is placed, as far as the selection of a crew goes, in a position vastly superior to that of any other club, Metropolitan or otherwise.

It is interesting to note that the London Rowing Club may claim to have been prominently associated with every advance in rowing except one—namely, the use of the first keelless eight, which, as is well known, was employed by the Royal Chester crew in 1856, when they won the Grand Challenge Cup at Henley. London was the first club to adopt sliding-seats, as already mentioned, in the match against the Atalanta Club, of New York, in 1872. They also introduced them at Henley in the same year, and were the first to employ them in a Grand Challenge eight, although the Thames Rowing Club used them in the races for the Thame sand Wyfold Cups at the same Regatta. The London Grand Challenge crew was a very good one in that year, apart from any mechanical contrivance, and with the additional advantage of sliding-seats they made so much faster times over the course in practice than any other eight, that a large demand at once sprang up for slides, and more than one crew procured them in time for the Regatta. At the same meeting London walked over for a prize for coxswainless fours, the Atalanta crew, who had entered, not coming to the post. London cannot, however, lay claim to being positively the first winner of a coxswainless four-oared race at Henley, inasmuch as in 1869 a similar prize had been offered, for which the Oxford Radleians and the Oscillators were the only entrants, the first-named winning.

Under the captaincy of Gulston—who, by-the-bye, invented the steering-gear now in use in coxswainless boats—the club made the experiment of using swivel rowlocks in a four; but these had to be abandoned owing to the fact that their construction was then so defective that they would not bear the necessary strain. That defect has now been remedied, and the London Rowing Club used them again last year (1897).

In the opinion of the writer, *cæteris paribus*, the crew which uses swivel rowlocks will be sure of victory. But, of course, the crew must be a first-class one, and not consist of men who have to 'listen for the rattle of the oar in the rowlock' in order to know when they have come to the end of the stroke!

Amongst the names most intimately associated with the success of the Metropolitan clubs are, in the early days of London, F. Playford and his brother H. H. Playford, J. Nottidge, J. Paine, and A. A. Casamajor. Both Francis and Herbert Playford were wonderful men. Francis was best known as the winner of the Wingfield Sculls in 1849, on which occasion he beat T. R. Bone, the winner of the Diamonds at Henley. The course was then from Putney to Kew, and the boats were nearly level at Barnes, but eventually Playford won by half a length. As soon as they eased Bone remarked, 'The station won you that;' to which Playford retorted, 'All right; turn round, I'll row you back.' The invitation was not accepted. Herbert H. Playford stroked the London Grand and Stewards' crews for several years, winning both the Grand and Stewards' twice for London, in addition to winning the Stewards' once for the Argonauts. He also won the Silver Goblets once, the Diamonds twice (namely, in 1854 and 1860), and the Wingfields in 1854. Curious to relate, in 1860 he steered the London crew for the Grand, weighing 10 st. 4 lbs., but was unsuccessful as a coxswain.

A. A. Casamajor was one of the most remarkable oarsmen there has ever been. He was never able to stand much training, and more often than not was violently sick after a race; yet he won the Grand and Stewards' as often as H. H. Playford, the Silver Goblets four times, and the Diamonds five times; whilst he held the Wingfields for no less than six years, no challenger coming forward to oppose him after the first year.

E. D. Brickwood, too, was a first-class sculler, winning the Diamonds twice; on the first occasion he beat the late H. H. Playford, and on the second, W. B. Woodgate—after

rowing a dead-heat with him previously. He also won the Wingfields once, but never figured much at the end of an oar.

W. Stout was excellent, both as oarsman and sculler. He won the Diamonds and Wingfields, besides the Grand, Stewards' (twice), Wyfold, and Goblets. He also stroked the four which gave such a good account of the Atalanta crew at Putney in 1872. In one respect he holds a Henley record, for in 1868 he rowed and won two consecutive finals at the regatta—namely, the Diamonds and the Stewards', which were placed next each other in that order on the programme. He shares with the late Herbert H. Playford and W. B. Woodgate the honour of being one of the only three men who have ever won all the events at Henley which are open to every Amateur Rowing Club in the world—namely, Grand, Stewards', Wyfold, Goblets, and Diamonds. It should be mentioned that anyone intending to emulate this feat must win the Wyfold before the Stewards', inasmuch as previous winners of the Stewards' are barred for the Wyfold, and no one is permitted to compete for both events at one and the same regatta.

Of all men who have rowed at Henley, F. S. Gulston holds the record as an oarsman, at this moment.[1] He first appeared, as stroke of a junior eight of the London Rowing Club, in 1867. He won the Grand for London five times, the Stewards' Fours ten times (out of eleven starts), and the Pairs five times. He also won a special race for coxswainless fours at Henley in 1872, in which the London Rowing Club walked over, Gulston steering from his place at No. 2. In addition to these, he won hosts of prizes at the Metropolitan and other regattas. He was a consummate waterman. When rowing with the Oscillators at Surbiton, he had practised in a pair with the professional, George Hammerton, a man who rowed with a straight back

[1] It must be borne in mind that the writer is distinguishing between oarsmen and scullers, and is alluding to open events only. He does not forget the magnificent performance of Guy Nickalls—68 races over the Henley course, of which 57 were wins and one a dead-heat.

and in excellent style, from whom, no doubt, he learnt much. A good deal of his success at first was due to the fact that in the years immediately preceding 1868, so much importance was attached to the beginning of the stroke, that the finish was to a great extent neglected. Gulston, recognising the error, promptly corrected it, and without sacrificing the beginning, cultivated a clean, lengthy finish, which told its tale. Rowing, be it remembered, on a *fixed* seat, he won the Grand in 1868 with a stroke which at no period after the first minute exceeded 38. He was a very powerful man, and at Henley, in 1877, he put an eight-oared boat into the water, broadside on, from the raft at the boathouse, entirely unaided. It is almost superfluous to state that it is not only the weight of the boat—although that is about 240 lbs.—but also the difficulty of handling a long, unwieldy article of very delicate construction, which makes this a remarkable feat. He was captain of the London Rowing Club for ten years.

The man most nearly approaching Gulston's record as an oarsman is A. de Lande Long, who won the Grand five times, the Stewards' eight times, and the Goblets three times at Henley, besides being one of the crew which walked over for the prize given for coxswainless fours at that regatta in 1872. He also won the Wingfields twice, and numerous prizes at the Metropolitan and other regattas. His first appearance at Henley was in 1867, when, as a member of an Ipswich rowing club, he and G. Diver entered for the Goblets, but were beaten in the first heat by A. T. Raikes and W. B. Woodgate.

F. L. Playford, being the son of one champion, and nephew of another, could not fail to row, and he worthily sustained the family name, winning the Grand three times, the Stewards' five times, the Diamonds once, and the Wingfields five times. In 1881 he rowed stroke of an excellent London Rowing Club crew, being backed up at No. 7 by his cousin, H. H. Playford, junior, and succeeded in winning the Grand from the outside station, on the old course. This was a very exceptional performance, London being on the outside at Poplar Point, and

some three-quarters of a length behind a powerful Leander crew stroked by L. R. West, one of the best strokes that the Oxford University Boat Club have ever had. At the bend Playford put on a terrific spurt, gained on his opponents inch by inch, and despite the extra distance his boat had to travel, obtained the lead in the last fifty yards, and won by a good half-length. As a long-distance sculler, F. L. Playford has probably had no superior amongst amateurs at any period. Indeed Hanlan, the Canadian professional, considered him the best sculler, amateur or professional, in this country. Had he been willing and able to devote sufficient time entirely to preparation and practice—say three months—it is not improbable that Playford might have proved the correctness of Hanlan's judgment; many wished him to make the experiment. But Playford was not only a long-distance man; he could sprint, too, when he chose. The veteran Harry Kelley, who trained him for the Wingfields in 1879, when he beat the late J. Lowndes, stated that during the ten days or so previous to the race Playford not merely once, but three times, beat all sculling records, amateur or professional, whether in a race or in practice, between Putney and Hammersmith Bridges. The race for the Wingfields in 1877 between Playford and the late T. C. Edwards-Moss will never be forgotten by those who saw it—at least as far as Hammersmith, where Playford just led. The time of both to Hammersmith was very fast, and if not a record, was very near it. Eventually Playford won easily.

In recent years London have not had quite such distinguished oarsmen. They won the Grand both in 1883 and 1884, stroked on each occasion by W. W. Hewitt; but although physically powerful, their crews on these occasions were not particularly good, and were, perhaps, rather lucky winners. In 1890 they again won the Grand, this time with a big powerful lot stroked by G. B. James. They were a really good crew, and thoroughly deserved their victory. James rowed in good form, and was an excellent stroke for big men, giving them time, and not hurrying them.

Amongst the Thames men who first brought the club into the very front rank, by winning the Grand in 1876, were R. H. Labat, W. L. Slater, W. H. Eyre, and J. Hastie. Of these, Slater had represented his club every year at Henley from 1870 to 1874 inclusive, in either Grand, Thames Cup, or Wyfold crew. Thames won the Grand again in 1878, but did not succeed in winning the Stewards' until 1880, although they came very near it on more than one occasion. The names of Eyre and Hastie will be found in almost every important race in which their club took part from 1870 for many years onwards. They won the Goblets in 1877, 1880, and 1881. Hastie was an excellent waterman, second only to Gulston. He rowed a very lively stroke, with plenty of dash, length, and power, and with a very clean finish. He used to train himself and his crews very hard, and could row a fast stroke without sacrificing length. In 1878 he had behind him a crew averaging under 11 st. and anything but first-class ; but they were trained to the minute, and, rowing about 44 over most of the course, Hastie secured a most unexpected victory, his crew being all to pieces at the finish. He had the knack, natural to some, but impossible to be acquired, of getting the last pound of work out of his men. For this reason, as stroke to scratch eights against the 'Varsities at Putney he was invaluable. Perhaps, in later years, J. A. Drake-Smith, the well-known Thames stroke, and one of the best strokes the club have ever had, was almost equally good in this respect. But he had nothing like the strength or dash of Hastie.

In later days, apart from old Cambridge University Boat Club oarsmen who have rowed under the colours but can hardly be considered Metropolitan oarsmen, the most notable Thames men have been J. A. Drake-Smith, B. W. Looker, W. Broughton, F. E. C. Clark, and C. W. Hughes. Curiously enough, they have never yet turned out a first-class sculler from the club, except perhaps W. H. Eyre ; but some of their eights and fours have been quite first class, especially their Grand crews of 1876, 1888, and 1889, and their Stewards' fours of 1880, 1891, and

1894. This notice of celebrated members of Metropolitan clubs would be incomplete without the names of W. F. Sheard and E. A. Safford, who, for London and Thames respectively, have steered innumerable crews, good, bad and indifferent, over the Henley and other courses during upwards of twenty years past.

Except for the victories of Guy and Vivian Nickalls, who rowed under London Rowing Club colours in 1895 and 1896, London has not won the Goblets since 1879, nor has Thames done so since 1881. But both clubs have had a very fair share of the Wyfold and Thames Cups.

Altogether, taking the three principal events at Henley, since the London Rowing Club was established, in 1856, it has won the Grand twelve times, the Stewards' fifteen times, and the Goblets eleven times. In addition to these triumphs, it has supplied the winner of the Diamonds seven times and of the Wingfields no less than thirteen times, a record which is not approached by that of any other club.

The Thames Rowing Club, which only made its *début* at Henley in 1870, has since then won the Grand four times, the Stewards' six times, and the Goblets three times. Besides this, it has, in common with London, done more than its share in winning minor events, such as Thames and Wyfold.

Training, in the case of Metropolitan crews, is now carried out on much the same lines as at the Universities, with this exception, that until they get to Henley, a few days before the regatta, the whole crew is seldom able to have meals together, owing to business and home engagements. In former times training was not carried out on such reasonable lines as it is now. It would be interesting and instructive to hear the remarks which would be made by oarsmen of the present day if the order were given by their coach that those whose business took them to the City were, every day at lunch-time, to run up the steps to the top of the Monument by London Bridge, then down, and up again, without stopping! Yet it was what the late Herbert Playford used to do, in order, he said, to strengthen

his legs. It is hardly surprising after this that he should have fainted in his boat during one race, and in after-life have suffered seriously from ill-health. His system of training crews was no less severe than that adopted by himself in his own person. Under his instructions a course had to be rowed every evening in the eight, more often than not with another crew to race against, after which half a course was rowed in the four. Immediately after doing this, without a rub down or even time to change a jersey, the crew were frequently ordered to run up the hill at Henley, whilst sometimes, on arriving at the top, they were made to wind up a bucket of water from the deep well which still exists by the roadside. Extraordinary to relate, some of the victims still survive, F. Fenner, the well-known judge at Henley, being one of them. Such a system, however, is now a thing of the past, and more common-sense views prevail, even if men are not so terribly in earnest about it all as they were in former days.

In regard to no matter connected with rowing is there, probably, such diversity of opinion as in that of the correct measurements of oars. They are more fully treated in another chapter; it is, therefore, not proposed to theorise here, but merely to give the measurements of some of those used by Metropolitan clubs before all record of them is lost, and to compare them with those employed by the 'Varsities, leaving the reader to draw his own conclusions.

Unfortunately the records of measurements prior to 1876 have been destroyed, and as members of representative Metropolitan crews have not been in the habit of keeping their winning oars, as has been the custom at the 'Varsities, the facilities for obtaining positive proof of the dimensions of Metropolitan oars preceding 1876 are but small. The writer has not trusted entirely to his own memory in regard to the figures he has quoted; they are the result of comparing his own recollections with those of F. S. Gulston and F. Fenner, and may be taken as being fairly accurate.

In 1865 the London Rowing Club used oars of a somewhat

original design, evolved from the brain of their captain, the late Herbert Playford. They were certainly under 12 ft. in length —according to F. Fenner they were 11 ft. 10 in.—with short blades, which were broadest at their extreme end. The leverage was very small, and with a view to balance the oar, as well as with the idea of assisting the forward swing, the handles were weighted with lead. The crew was one of the lightest which ever started for the Grand, their heaviest weight, the late G. Ryan, being the only man of 11 st. or over. Yet they somewhat easily defeated in their heat a powerful Third Trinity crew, containing six Blues, stroked by C. B. Lawes. In the final heat they were in their turn beaten by a very strong Kingston combination. So far there appears to have been nothing to prove the incorrectness of Herbert Playford's theory; yet the oars were not used after that year; probably the broad square ends made the blades difficult to use in rough water. Gulston's remembrance of the measurements of the oars used by the London Rowing Club winning Grand and Stewards' crews in 1868 on fixed-seats, are as follows: In the eight, 12 ft. 4 in. with 3 ft. 6 in. leverage; in the four, 2 in. less in length, but with the same leverage.

Messrs. Ayling have in their possession an oar which was used by the late J. H. D. Goldie in 1871, when stroking the C.U.B.C. crew, and which he broke when practising starting, from the old Putney aqueduct. Its dimensions are as follows: 12 ft. 5 in. over all, 3 ft. 6 in. leverage, blade $5\frac{3}{4}$ in. in breadth, and 2 ft. $9\frac{1}{2}$ in. in length. These measurements are merely interesting as ancient history, for, relating as they do to the days of fixed-seats, they cannot be compared with those of sliding-seats, which latter only came into use in 1872. In that year, the oars used in the four-oared match in which London beat Atalanta, and with which they subsequently won the Stewards', were 11 ft. 11 in. over all, with 3 ft. 5 in. leverage, and $6\frac{1}{2}$ in. blades. In 1876, S. LeBlanc-Smith and F. Gulston won the Goblets with oars 11 ft. 7 in. in length, with a leverage of only 3 ft. 2 in. Gulston writes: 'The

distance from the rowing-pin to centre of slide was 2 ft. 7 in. in the pair, and in the four 2 ft. 8 in. When I rowed stroke in the Clasper four (the same boat in which we rowed the Yankees) I had the rigger cut, and the distance from rowing-pin to centre of slide was 2 ft. 6 in.'

Year	Length over all	Leverage	Blade	Year	Length over all	Leverage	Blade
	London Rowing Club				O. U. B. C.		
	ft. in.	ft. in.	in.		ft. in.	ft. in.	in.
1877	12 1	3 5½	7	1877	12 6	3 8	6
1878	12 1	3 5½	7	1878	12 6	3 8	6
1886	12 3	3 8½	6¼ barrel	1880	12 6	3 8	6¼
1890	12 4	3 7½	6½ ,,	1889	12 4	3 9	6
1893	12 4	3 7½	6	1890	12 5	3 10½	6½ barrel
1897	12 4	3 7½	6	1897	12 6	3 8½	5½
	C. U. B. C.				Thames Rowing Club		
1877	12 5	3 8	6	1876	12 6	3 7¼	6
1878	12 5	3 7	6	1878	12 4	3 7	—
1888	12 3	3 10	6½	1886	12 4	3 7½	—
1890	12 3	3 10	6½ barrel	1890	12 4	3 7½	6½
1893	12 3	3 9	6	1893	12 4	3 7½	6½
1897	12 4	3 9	6	1897	12 4	3 8	6

The above table shows at a glance the dimensions of the oars used by Metropolitan and 'Varsity eight-oared crews respectively, at intervals of a few years, and refers to those used with sliding-seats only. The slides, in the case of the London Rowing Club, were unlimited, not being allowed to come into contact with either front or back stop. The oars used by the 'Varsities at the present day weigh from 2 lbs. to 3 lbs. more than those of twenty years ago, and appear to be unnecessarily heavy, more particularly when it is borne in mind that, owing to the adoption of Ayling's patent method of fixing the button, oars are no longer almost cut in half by long nails being driven into them. For the measurements given above, the writer is mainly indebted to the courtesy of Messrs. Ayling & Son, and Mr. E. Norris, of Putney. The measurements quoted as being those of oars used by the Thames Rowing Club in 1876 are, however, taken from an oar used by R. H. Labat, when,

as a member of a crew of that club, he won the Grand Challenge Cup. It remains in his possession, as also does an oar which he used when rowing in a London Rowing Club four that same year at Philadelphia. It measures 12 ft. all over, leverage 3 ft. 5 in. and blade 6¼ in. The oars used in the London Rowing Club eight of that year were from one to two inches longer than those used in the four. There is no doubt that some twenty years ago, or even more recently than that, Metropolitan oarsmen were accustomed to row the outside hand home much nearer to the centre of the chest than in the case of 'Varsity oarsmen of that or of any other period. The oar used by Tween in the four-oared match, Thames Rowing Club *v.* Hillsdale, U.S.A., in 1882, measures 12 ft. 1½ in. over all, has a leverage of 3 ft. 6½ in., and a blade 6¼ in., and weighs, at the present day, under 7 lbs.

CHAPTER XI

ROWING AT ETON AND OTHER PUBLIC SCHOOLS

ROWING is an art more easily acquired by those who begin young than by those who wait until they are full grown before attempting to master it. There are, of course, many excellent oarsmen at the present moment who never got into a boat until they were one-and-twenty, but the majority of men are apt to become somewhat stiff when they begin to fill out after they have stopped growing, and consequently those who have had the advantage of being educated at a rowing school have a great pull over those who have not.

Of rowing schools Eton has always stood, and seems always likely to stand, far in advance of any other. The history of rowing at Eton is as old as the history of amateur rowing, and the records of Henley Regatta and of the University Boat Clubs teem with the successes of Etonians.

The time when boating was not one of the pastimes of the Eton boy is almost prehistoric as far as rowing records are concerned. It was not without a struggle, however, that the early wet-bobs got their sport recognised as legitimate by the authorities, a struggle which resulted in 1840 in the passing of a rule 'that all boys who had passed in swimming might go on the river,' and culminated in 1847 in the attendance at the 'Sculling Sweepstakes' of the headmaster himself.

The large number of successful oarsmen turned out by Eton is to be attributed partly to the fact that by constant practice in light boats during their school life Eton boys necessarily become good watermen, and partly to the excellent organisation by which the principles of rowing instilled into the eight by

Dr. Warre and Mr. De Havilland and other rowing masters are disseminated by them among the junior boys.

The first aim of every Eton boy who intends to become a wet-bob is to pass in swimming. If he is keen he bathes as often as twice or even three times a day during the summer half until he is competent to pass the required test, and as soon as he has passed he charters a boat and proceeds to teach himself the first elements of rowing. During the next summer, if he is still a lower boy, he will probably start in lower-boy sculling and pulling, but his aim in life is to get picked up in 'novice eights.' The novice eights are crews of boys who have not yet got into the boats. They are taken out during the latter portion of the summer half, and coached by members of the eight or of the upper boats. Any boy who chooses to enter his name can be taken out, and four crews are eventually picked up and coached for a race at the end of the half. At the beginning of each season the vacancies in 'The Boats' are filled by selection from the boys who rowed in the novice eights of the previous year. 'The Boats,' it may here be explained for the benefit of those who are not familiar with the internal economy of Eton aquatics, are those members of the school who are entitled to wear a 'colour' for proficiency in rowing. They are divided into Upper and Lower Boats, the former consisting of a ten-oar and two eight-oars, and the latter of six eight-oars. Until the last few years the only occasions upon which the crews of the various boats rowed together were on the 'First of March' and the 'Fourth of June,' when they still row up in procession; but recently bumping races have been started in the summer half for 'Lower Boats.' Most men who have rowed at the Universities look upon the bustle and flurry of bumping races as evils which are unavoidable there owing to the narrowness of the Cam and the Isis; and their introduction at Eton, where the river is wide enough to permit of two or even three crews racing abreast, seems certainly very doubtful policy.

With this one possible exception the present system of

aquatic organisation at Eton is in every way admirable. As we have seen, a boy after he has 'passed' can get coaching as soon as he feels sufficient confidence in his own capabilities to enter his name for 'Novice Eights.' After he has got into the boats he has further opportunities of being taught. Each year there are two races, called respectively 'Lower Eights' and 'Lower Fours,' for each of which four crews are selected from the 'Lower Boats.' These crews are taken in hand and carefully coached for about a fortnight before the race, and the vacancies in 'Upper Boats' in the ensuing year are filled partly by those who perform most creditably in these races, and partly by those who distinguish themselves in junior sculling and pulling (pair oars), which races also are only open to members of the 'Lower Boats.' During the Easter half, two 'Trial Eights' are picked up for the purpose of testing the capabilities of the candidates for places in the 'Eight.' These crews are coached partly by the 'Captain of the Boats,' and partly by the master who is going to undertake the instruction of the crew for Henley. By this system nearly every boy has an opportunity of learning from a coach the principles of rowing, while by spending all his spare time when he is not being taught in a light pair or sculling boat, he has the opportunity of learning what no amount of coaching can teach him, namely 'watermanship.'

The Eton eight practise for about a month before Henley Regatta, and the coaching is undertaken by one of the masters. Eton has been singularly fortunate in this latter particular. When Dr. Warre, who was one of the best oars of his day, came to be a master at Eton in 1860, he set to work to improve the rowing of the school, and coached the eight from that year until 1884 when he became Headmaster. As a coach Dr. Warre was unequalled, and it was under his *régime* that rowing in 'Eton style' came to mean rowing with a straight back, a smart beginning, and a very lively recovery. Dr. Warre was succeeded in the office of coach by Mr. S. A. Donaldson, who had rowed himself in the Eton Eight of 1872, and was only prevented by

his doctor from subsequently taking an oar in the Cambridge crew. As coach of the Eton boys Mr. Donaldson proved a worthy successor of Dr. Warre. If he was a trifle too conservative, it was doubtless his desire to perpetuate in every detail the style which he himself had learned from Dr. Warre that made him loth to admit the advantages of long slides and the departure they entail from a poker-like straightness of back. In 1893 Mr. Donaldson was compelled by ill-health to give up coaching. He was succeeded by Mr. R. S. De Havilland, who rowed in the Oxford crews of 1882 and 1883 and was president of the Oxford University Boat Club in 1884, and under his care Eton has as yet proved invincible in the races for the Ladies' Plate at Henley. In addition to Mr. De Havilland the Eton boys have the advantage of the advice of Mr. R. S. Kindersley, another ex-president of the Oxford University Boat Club, and also of Mr. L. S. R. Byrne, who rowed in the Oxford crew of 1886, not to mention some four or five other masters who qualified for trial eights at one or other University. With such coaching resources it is hardly to be wondered at that Eton has of late more than maintained her reputation in the rowing world. Perhaps her only danger lies in the truth of the old proverb about too many cooks.

In the earlier days of Eton rowing, one of the chief objects for which the eight was got together and coached was the race against Westminster. The first Eton and Westminster match was rowed in July 1829. The course was from Putney to Hammersmith and back, and the result an easy win for Eton. There were also races between the two schools in 1831, 1836, 1837, 1842, 1845, 1846 and 1847. Up to this point honours had been equally divided, each school having scored four wins. Subsequently the race was again revived for four years (1860, 1861, 1862 and 1864), Eton winning easily on each occasion. After 1864 the race was abandoned, and in 1868, as boating had become impossible on the lower tideway, Westminster practically ceased to be a rowing school.

From 1871 to 1878 attempts were made to revive Westmin-

ster rowing at Wandsworth, but in the latter year this was found to be impracticable and a move was made to Putney. After lingering there for five years the Westminster School Boat Club finally expired in 1883.

As a training ground for University and other oarsmen, Westminster during her rowing days stood in the very front rank, and it was a matter of the deepest regret to all old Westminster men that the erection of stone embankments, and the increase of traffic on the lower Thames, made it necessary that boating should come to an end.

In 1858 a match was rowed between Eton and Radley on the Henley reach, which resulted in a victory for the former by half a length after a hard race; and in the year 1861 both schools entered for the Ladies' Plate for the first time. Since 1861 Eton have never failed to put on a crew for the Ladies', while on several ocasions they have also started for the Grand Challenge Cup. Although they have never succeeded in winning the 'Grand,' the boys have carried off the Ladies' Plate no fewer than fourteen times. It was chiefly due to the enthusiastic energy of Dr. Warre, who had just gone to Eton as a master, that they were allowed to go to Henley in 1861, and it was under his tuition that they gained their first eight victories. Their earliest triumph was in 1864, and from 1866 to 1870 they won five years in succession. Then followed eleven years of defeat, until 1882, when they were again successful with a very fine crew. They won again in 1884, the last year of Dr. Warre's coaching, and in 1885—the first year under Mr. Donaldson. From 1886 to 1892 they were singularly unfortunate; for, although they turned out a large number of individual oarsmen who afterwards came to the fore at the Universities, they did not succeed in winning at Henley. From 1893 to 1897, as we have said, they have carried everything before them. The crew which won the Ladies' Plate in 1893 was a class above the other four of the series, while in 1894, 1895 and 1896, the College crews which opposed them were rather below the usual standard.

Second to Eton among English rowing Public Schools comes Radley. They, as we have seen, like Eton made their first appearance at Henley Regatta in 1861. Since then, with the exception of the years 1872, 1876, 1878 and 1881, they have always entered for the Ladies' Plate; while in 1879, 1880 and 1881 they entered a four for the now extinct 'Public Schools Challenge Cup.'

No one who takes into consideration the small number of boys—as compared with Eton—from whom the Radley crew is chosen, can fail to admire the very creditable form and great pluck shown year after year by the Radley eight in the races for the Ladies' Plate. Mr. Evans, who has coached Radley for many years, spares no pains to bring them to the post as perfect in form and condition as he can make them; and for his sake, if for no other reason, it is the hope of everyone who takes an interest in Public School rowing that they will sooner or later succeed in winning. Fortune certainly has not looked favourably on the efforts of the Radley boys, for on several occasions when they have had really good crews they have been drawn either against an exceptionally fast Eton crew, or against a college boat far above the average of those usually entered for the Ladies' Plate. On one occasion in particular, 1892, they sent a crew to Henley which was undoubtedly faster than Eton; but unfortunately for them both school crews were drawn against strong combinations from one or other of the Universities in the preliminary heats, and they were therefore unable to meet. Radley always contributes a fair proportion of good oars to the Universities, a considerable number of whom have attained first-class honours on the river, notably Messrs. W. B. Woodgate, R. W. Risley, M. M. Brown, T. E. Hockin, and T. H. E. Stretch.

The only other schools which now put in a periodical appearance at Henley are Bedford Grammar School and Bedford Modern School, the former of which have the advantage of the coaching of Messrs. N. P. Symonds, Cambridge University Boat Club, and E. Buck, Oxford University Boat

Club. Their representatives have been fair specimens of school crews, but hardly so good as one might have expected from the large number of boys they have to select from.

There are several other public schools which do not send crews to Henley, but which nevertheless, from time to time, send up really well taught oars to the Universities. Among these are Durham College, where the young idea is taught by Mr. R. J. H. Poole, who rowed in the Oxford crews of 1880 and 1881; Shrewsbury, where Mr. W. D. Haydon superintends the rowing; Cheltenham, who have twice entered for the Ladies' Plate; Bath College and Winchester.

Although, as we have said, it is a great advantage for the would-be oarsman to begin young, he must be careful not to overdo it. Boys under the age of eighteen do not require nearly so strict a course of training as full-grown men. The ordinary routine of school life, with its abundance of hard exercise and its regular hours, is a very healthy one. A schoolboy is therefore always more or less fit, and does not need a prolonged course of hard rowing. Again, boys feel the effect of hard work much more than men, and are consequently far more apt to become stale. Plenty of practice in racing no doubt gives a boy confidence, and teaches him to keep his head in a close struggle, but it is doubtful whether the strain of repeated racing is not rather bad for boys under the age of fifteen. We would recommend younger boys to practise in a 'gig' or tub boat, and to take long steady rows—the longer the better—rather than risk straining themselves by starting in too many races. By doing this they will build up good muscles, and exhausted nature will teach them which are the strong ones, and therefore the correct ones to use. By constantly rowing in races they will only learn to bucket, to use their arms, and to acquire other faults which they will find it difficult to eradicate afterwards.

Those who study the measurements for boats and oars given in the following chapter must bear in mind that these details are worked out for crews of average-sized men, and

that when a boat is being fitted for a crew of boys the various measurements must to a certain extent be regulated according to the size of the oarsmen of which the crew is composed. If, for instance, a man whose height is 5 ft. 10 in. is correctly placed some thirteen inches from his work on a fixed seat, it is obvious that it would be practically impossible for a small boy to row well if he were so placed. The coach of a boys' crew should be, if possible, more particular than any other in seeing that the boat is correctly fitted in every detail; for boys can seldom find these things out for themselves, and nothing could be more harmful than to try to teach them to row with incorrect oars, riggers, or stretchers. The coach of a boys' crew should not only superintend every alteration that is made in rigger, seat and stretcher, but should also explain to his crew the principle upon which he has the boat fitted. This is a branch of rowing education which is much neglected, and we have known Eton and Radley 'eights men' who have come up to the University with their minds an absolute blank in this respect.

CHAPTER XII

BOATS AND OARS

MUCH as sliding seats and good rowing have improved the pace of races, there is one thing upon which oarsmen are as a rule extremely, if not entirely, ignorant. Every man who sits in a boat, and a good many who never do so, will propound by the hour theories of rowing and training, but there is not one in a hundred who has, or even professes to have, any knowledge of the correct dimensions of racing craft or their appliances. Most men are aware that a racing eight is some 60 feet in length and an oar 12 feet, but beyond that their knowledge does not extend. They have always been accustomed, in the matter of boats, to place entire confidence in the builder, to row with any oars which the maker chooses to provide, and to adapt themselves to their possibly defective implements, or at the most to grumble that they are uncomfortable, and to allow the coach to make what alterations he thinks fit, without asking why or wherefore. It is consequently, perhaps, not very surprising that the average man knows little more of the science of boat-building, or of the advantages and disadvantages of the different dimensions of oars, than he did twenty years ago.

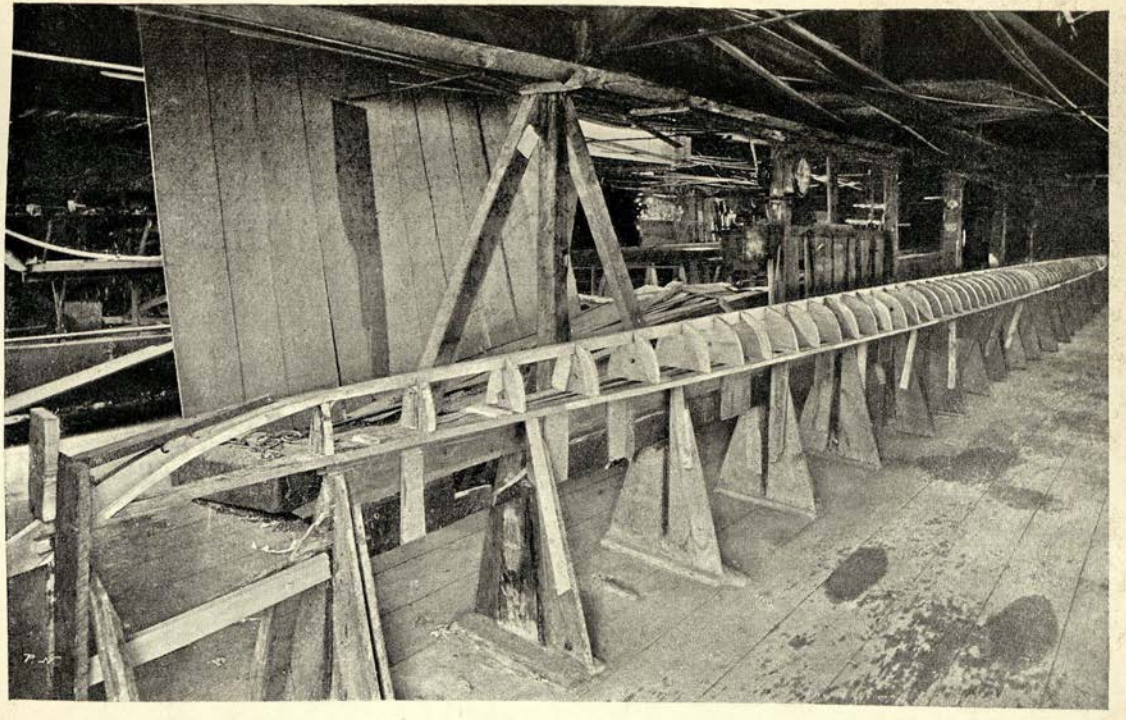
There is, however, some excuse for this ignorance. The subject is not only a difficult one to grapple with, but from a race-winning point of view a dangerous one to meddle with, and new boats are too expensive to buy merely for purposes of experiment.

There are, naturally, few men who are keen to experi-

ment for the benefit of the rowing world in general, especially if there is a risk of their novel ideas proving unsuccessful, and losing them an important race after several weeks of training. What is really wanted is a first-class oarsman, who has great practical experience in rowing matters, and also possesses considerable knowledge of mechanics. If such a man were to lay down lines for a racing-ship for one of the best boat-builders, to superintend the building operations, and see that his ideas were observed in every detail, he would probably succeed in turning out a boat considerably faster than the average. Boat-builders as a rule construct by rule of thumb, on the lines they were taught at the workshop where they served their apprenticeship, and know about as much of the law of fluids and the resistance which their boat has to overcome as they do of flying. To judge from the respective positions of slides, stretchers and riggers in some of the boats turned out from what are acknowledged to be the best workshops in the country, their knowledge of the theory of rowing is not much more extensive. There are few people who realise how often a race is lost owing to the inferiority of the boat rather than to the inferiority of the crew; a fact which it is not so hard to grasp when we come to think that a loss of two inches a stroke makes a difference of more than three-quarters of a length over the Henley course; and yet it is not easy to tell, when we watch a crew row first in one boat and then in another, which of the two it is that loses the minute but far from unimportant fraction.

The subject of boat-building may be divided into: 1. The construction of the hull upon the lines most conducive to pace. 2. The fitting of slides, stretchers, riggers, &c., by which men rowing in correct style can best drive that hull through the water.

1. *The Hull.*—In constructing the hull of a racing eight for a given crew, the one object which the builder has in view is, obviously, to make it so, that it will carry the crew in question as fast as possible through the water. To accomplish this



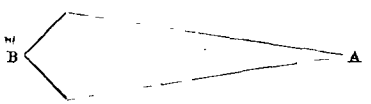
THE BUILDING OF A LIGHT EIGHT: AN EARLY STAGE

he must, in the first place, make it of such a size, and design the lines of the vertical sections in such a manner, that it will ride on the water with the utmost flotation that is possible with a minimum of surface immersed. He must also carry this floating-power sufficiently far fore and aft to prevent the boat from dipping in the stern every stroke when ninety odd stone of men not only swing a considerable distance, but also slide some sixteen inches in that direction, or bury her head when the work is applied and all that weight swings and slides back again.

The reason it is necessary to get this great amount of floating-power and to immerse as small a surface as possible is simple. The smaller the area of the surface immersed, the less will be the friction; and the less the boat sinks into the water, the less will be the resistance she meets; for those particles of water which are near the surface are displaced more easily than those farther down. If, therefore, we have two boats having approximately the same surface friction, the vertical section of one being **V**-shaped and that of the other **U**-shaped, the former will have to displace water at a greater depth, and will therefore encounter greater resistance than the latter.

At the same time, the builder must similarly design the horizontal lines of the boat with a view to overcoming as much as possible the resistance of the water. There are two forces which tend to impede the boat's pace. She meets the first of these in 'entering' the water, or forcing her bows through it from the extreme point to the place where her beam is greatest, for in so doing she drives a wave before her known as 'the wave of displacement.' She encounters the second of these deterrent forces in 'leaving' the water, for she leaves behind her what is generally described as a vacuum, but is in reality a space filled with air, and the water flowing into this space causes a suction, which tends to draw her back. It is a common mistake to think that, in the average boat, the former of these forces detracts from her pace more than the latter. Let any

one who is incredulous try the following experiment:—Construct two model boat hulls of the same size with horizontal lines of the shape of the figure given; cause them to be drawn



the length of an ordinary bath by means of cords attached to the point A and passed through pulleys at the end of the bath. Fasten weights to the other ends of the cords, and adjust them until the models race level the length of the bath. Detach the cord from the point A on one of the models, and attach it to the other end, B. Race the models along the bath, leaving the weights unaltered, and the one so inverted—*i.e.* the one which is travelling broad end first—will win.

It is obvious that, the finer the lines of the bows are made, the less will be the resistance the boat encounters on entering the water, and the finer the lines are made aft, the less will be the resistance she encounters on leaving it. She must have sufficient beam at 'bow's' and 'stroke's' seats to enable them to row there with comfort; and if her length were indefinitely increased, so as to give these two men enough room, and yet allow the bows and stern to taper so gradually as to make the curve almost imperceptible, the length of the boat would be drawn out to an impossible extent.

The object of the boat-builder is, therefore, to find the mean, and to design the lines so that the water displaced by her entry may cause the least possible hindrance to her speed by suction when it flows together again and fills up the air-space which she leaves behind her. The chief mistake, in our opinion, which modern boat-builders make, is to overrate the necessity for a fine 'entry' in to, and to underrate the necessity for a fine 'exit' from, the water, and in so doing to place the greatest beam too far aft; they also, as a rule, omit to carry the floor or U-shaped tendency of the hull far enough aft. The greatest beam of a racing eight should be at No. 3's stretcher,

or even half-way between his stretcher and seat. The vertical section of the extreme bow and stern is, of course V-shaped, but the floor, or U-shaped tendency, must be carried well aft, to prevent the boat dipping her stern as the men come forward. The majority of the racing eights in the boat tent at Henley in 1897 had their greatest beam about the centre of No. 4's seat, some of them having it as far back as half-way between his stretcher and seat. The only boat which really seemed to have enough floor abaft of No. 6's stretcher was that used by Eton, the lines of which were designed by Dr. Warre.

The above is a rough outline of the principle upon which the hull of a racing-boat is designed. It would serve no practical purpose to enter into greater detail in this volume, for the simple reason that there are few, if any, captains or coaches of boat clubs of a sufficiently mechanical turn of mind to design the lines and superintend the building of a racing boat for their crews; and further, if there are any capable of so doing, they are probably so deeply versed in all the details of mechanical lore necessary to accomplish their object that any further treatise on the subject which the writers of this volume feel competent to set forth would seem to them superfluous.

2. *Fittings.*—It is impossible to exaggerate the importance to every rowing man of having this branch of boat-building at his fingers' ends. The lines of a boat as designed by the best boat-builders are approximately correct, and it is fairly safe for the captain of a club to give the probable weights of his crew to the builder, and trust to him to turn out a fast boat. If he designs a slow one, the boat club must either grin and bear it, or else try to sell it, and get another. The boat once built, the lines cannot be altered. With the fittings, however, it is quite different. It is a lamentable fact that a racing-boat is scarcely ever provided, even by our best builders, which has not several radical faults in one or more of the slides, stretchers, or riggers. As every rowing man knows, it is hard enough to sit square, swing straight, use both legs evenly, and keep the blade covered to the correct depth right through the stroke,

even when slide, stretcher, rigger, and oar are true. How much more difficult must it be to a man whose stretcher is not square to the kelson, whose slide is not opposite to his heels, whose thowl is bent by a crab or a collision, or whose oar is worn away at the button! Let not the captain or coach of any college or Metropolitan boat club, let not even the President of the University Boat Club, say that this reasoning is obvious and that these remarks are therefore superfluous. Let him rather arm himself with a foot rule and measure the fittings of some of the boats of the crews about to start in any up-river regatta, or in the college races at Oxford or Cambridge; or let him even go into the boat tent at Henley and measure some of the boats of the crews entered for the Grand Challenge Cup; and before he has been there half an hour he will wonder how the occupants of some of the thwarts have found it possible to do anything towards propelling the boat.

How is it, then, that boats with such glaring faults in them sometimes win races? The answer is clear. The uneven stretcher or the twisted rigger is probably being used by some novice, who, feeling uncomfortable, either in his modesty thinks that it is to be accounted for by some fault of his own, or else, not very secure of his place in the crew, does not like to grumble, lest he should find himself on the bank and some more contented rival rowing in his stead. The almost inevitable result is that each man accommodates himself as best he can to the faults of the boat or oar, and it is thus within the bounds of possibility for the crew to get together and go fast. But the evil lies in the fact that every man who rows with a rigger, stretcher, or seat incorrectly fitted will probably contract some faulty style which will stick to him for the rest of his rowing career.

It is, of course, possible for a man to go to the opposite extreme. It is apt to irritate even the most patient coach if one member of the crew is constantly declaring that his work is not the right height, or that his stretcher is too long or too short. So, also, the theorist who is always trying experiments,

such as lengthening or shortening the riggers or oars, shaving down the blades, and so forth, generally does more harm than good to his crew. Nevertheless, every man is entitled to his own theories as to the correct measurements for the fittings of a boat, and, *if the rest of his crew do not object*, there can be no harm in his experimenting to his heart's content.

It is not, however, so much to mistakes in designing the dimensions of the interior fittings of racing-boats, as to inaccuracies on the part of boat-builders in carrying out those designs, that we wish to draw the attention of coaches and captains. Let us suppose that we have now got the hull of the boat finished, and that nothing remains but to fit the slides, stretchers, and riggers. In the first place, the slides must be adjusted so that there is exactly room for each man to row without rubbing against the side of the boat opposite to that upon which he rows. Thus, it will be seen the slides are placed on each side of the kelson, instead of right down the centre of the boat, as they are fitted in America and some other countries. There are two advantages in so placing them. In the first place, the weight of the men being on each side, instead of in the middle, makes the boat less inclined to roll, and much easier to sit. In the second place, it renders the boats firmer and stiffer, for the following reason. There is a certain measurement, which, as described below, has been found to be correct, from the centre of the seat to the vertical plane of the thowl, commonly called the measurement from seat to thowl, and the farther over the seats are placed, the shorter the riggers that will be required to give that measurement; and further, the shorter the riggers are, the easier it is to make them stiff and firm.

Having decided on the position of the slides, the next question which arises is as to their length. The generally accepted measurements are 16 in. (that is to say, the seat moves 16 in. fore and aft), the front edge of the sliding-seat being exactly in a line with the thowl. For a full-sized crew these figures are probably the best; but for a crew of small men, or for

a boys' crew, it may be advisable to make them an inch or two shorter. Some builders send out boats in which the men slide as much as 1½ in. past their work (aft of the thowl), and some leading authorities declare that it would be conducive to greater pace if slides were stopped back, so that the men did not come up within 2 in. or 3 in. of their work; but after experiment in each direction, the measurement given above seems to be accepted as best suited to the ordinary run of crews. When a racing eight with a crew averaging between eleven and twelve stone is going at its greatest pace, the momentum carries her along between the strokes so fast that, unless every man gets a firm grip of the water at the very beginning, he will discover that his opportunity is lost, and that it is almost impossible to get on any effective work at all during the stroke. If his oar were to take the water almost at a right angle to the direction in which the boat is travelling, he would find this difficulty much increased, in fact it would be practically impossible for him to get any hold of the water at all. If, on the other hand, his oar were to take the water at too acute an angle, it would meet with considerable resistance, and although he might be under the delusion that he was getting a magnificent beginning and doing good work, in reality during the first part of his stroke he would be pinching the boat instead of driving her along. The difficulty, then, is to find the exact mean, and so arrange the slides and riggers that the oars take the water at an angle which enables the men to get sufficient grip of the beginning to make their work effective, and no more. There are two measurements which affect this angle—the proximity of the front edge of the sliding-seat to a line drawn from the thowl at right angles to the kelson, and the length of rigger (or, to be accurate, the distance from the centre of the seat to the vertical plane of the thowl). Lengthen the slide aft (*i.e.* past the work) or shorten the rigger, and the more acute will the angle at which the oar takes the water become to the line in which the boat is travelling; shorten the slide aft or lengthen the rigger, and you will increase that angle.

The accepted measurements in eights in these respects are as nearly as possible correct. The men slide right up to their work, and the distance from seat to thowl is 30½ in. to 31 in.

In a four, and again in a pair, the conditions are altered. An eight travels faster than a four, and a four faster than a pair. This is not caused by the fact that eight men are stronger than four, and four stronger than two (for the extra strength is counterbalanced by the extra weight of the boat), but by the extra momentum which carries an eight, when it has attained full speed, farther between the strokes than a four, and a four farther than a pair. The truth of this statement is manifest, for a four can go as fast, if not faster, than an eight in a short sprint from a 'dead' start, and a pair can do the same with a four. As soon as the boats have attained their full speed the eight will rapidly overhaul the four, and the four will overhaul the pair. It is therefore easier to grip the beginning in a four which is travelling slower than in an eight, and consequently the oar can with advantage take the water at an angle less acute to the direction in which the boat is travelling. This is best effected by giving a four a longer measurement from seat to thowl than an eight, and a pair a longer measurement than a four.

This is a principle which is not generally recognised, but where it has been tried it has been found conducive to greater pace. There are two instances in the last few years in which it has been adopted with considerable success. The boat in which New College won the Oxford University Boat Club Challenge Fours four years in succession (1894–1897) measured 32½ in., and the pair in which Mr. Guy Nickalls won the Silver Goblets at Henley for several years measured 33½ in. from seat to thowl.

Having, then, settled where the slides are to be fixed in fitting an eight, the riggers must be provided of a length that will give each man 30½ in. or 31 in., measured horizontally from the centre of the seat to the thowl.

The next question which arises is as to the height at which

the seats should be fixed above the bottom of the boat. The heels should be placed, as described in the next paragraph, as near as practicable to the skin of the boat, and the seat should, for the average man, be from 8 in. to 8½ in. above the level of the heels. This measurement must, of course, occasionally be altered, according to the peculiarities in the build of the crew. A man with very long legs and a short body must have his seat at a greater height above his heels than one who is well-proportioned, or he will be unable to clear his knees, and, unless his joints are very supple, he cannot swing the lower part of his body well down between his legs. In the same way, a man with a very long body and short legs can manage with his seat lower than the average. The seats must in every case be fixed at such a height above the level of the heels as to enable each man to swing his body down freely. The nearer the level of the seat to the level of the heels, the more cramped will the swing be.

The stretchers should be fixed at such a length as to enable each man just to reach the back stop, or perhaps a little shorter. Care must be taken not to make them too upright. There should be just so much rake that a man can keep his heels up against the stretcher when he is right forward. The slides will, of course, run exactly parallel to the kelson, and the stretchers must, therefore, be exactly square with it. If they are not very carefully fixed in this respect, the men will row with the stretcher longer for one leg than for the other, a fault which is especially to be avoided. The heels, we repeat, must be exactly level and as near as possible to the skin of the boat, for if they are high the seat must be high also, and the boat will be more apt to roll and less easy to sit. It should be so built that there is plenty of room for both heels to be placed close together exactly opposite to the centre of the seat, and the straps of the stretcher so arranged that there is plenty of room for the feet to be placed with the heels together and toes well apart (the feet should be on the stretcher at an angle of about forty-five degrees to one another). Many boats are so built that there is not

sufficient room for the heels without cramping the feet close together.

In getting these measurements correctly there must be, so to speak, a certain amount of give and take between the various parts of the boat. It is hardly fair to lay down a hard-and-fast rule that the slides must be fixed first, and everything else altered to suit them. If, for instance, the heels cannot conveniently be moved so as to be opposite the slide, the slide may be moved so as to be opposite the heels, and the rigger lengthened or shortened proportionately.

In fixing the riggers, they should be so adjusted that the sill upon which the oar rests is about $6\frac{3}{4}$ in. above the level of the seat; but here, again, allowance must be made for individual peculiarities. It is advisable, however, in a new boat with an average crew to set all the work at the same height, and not to allow any alterations in the height of the work until the coach has had an opportunity of seeing whether any of the men really want their work raised or lowered, or if their difficulties in clearing their knees or reaching the water are caused by the fact that the boat is not travelling upon an even keel. For this purpose the work may be set all through the boat at from $6\frac{1}{2}$ in. for up-river practice to $7\frac{1}{4}$ in. for the tideway, where the water is rougher.

With regard to rowlocks there exists a considerable difference of opinion as to which are the best kind. The Universities still adhere to fixed rowlocks for eight-oared rowing, although swivel rowlocks have been used in fours and pairs. The Cambridge crew of 1897 tried swivel rowlocks for a short time during practice, but discarded them after a few days. It is a curious fact that, although there have been several excellent exhibitions of four-oared and pair-oared rowing with swivel rowlocks, we have never seen any good eight-oared rowing with them. It is not easy at first to understand why this should be, but the following is probably the reason. Owing to the greater momentum of an eight it is, as described above, necessary for every man to get a very quick, hard beginning. To do this he must have a firm fixed point against which to press the button, so as to

cover the blade to the correct depth and apply the full strength at once. This point is found in a fixed rowlock by pressing the button firmly against the corner where the sill and thowl join. With swivels the whole rowlock revolves on a pivot, and the sill slips away when the button is pressed against it. Consequently there is no such firm and fixed point against which to press the oar before driving hard and confidently at the beginning. This is apparently the reason for the undoubted fact that all the eight-oared crews which have hitherto attempted to row with swivel rowlocks in the English style, with a firm, hard beginning, have signally failed.

The above principles as to the internal fittings of a racing-boat are nominally carried out by the best boat-builders; but seldom, if ever, are they observed with any approach to accuracy, and nearly every new boat requires a great number of alterations before it is fit to row in.

The captain or coach of every crew should thoroughly overhaul the internal fittings of a new boat before allowing her to be used, and as there are probably many who have no idea how to set about this very necessary part of their duty, we will proceed to give brief instructions as to how it is usually done. In the first place, the boat must be placed upon cushions on two stools, care being taken that it is exactly level. The only implements required are a rule and a wooden instrument something in the shape of the capital letter '⌊,' the stalk or leg of the '⌊' being about 3 ft. long and the base about 8 inches. The base (B–C) must be exactly at right angles to the leg (A–B).

(1) *Seat.—a.* See that the centre of the slide is exactly opposite centre of heels. To do this, measure distance from centre of slide to a pencil mark which should be made on the thwart exactly above centre of kelson, and distance horizon-

tally from centre of heels to centre of kelson. These measurements should of course be exactly equal.

b. See that the slide is exactly parallel to the kelson, by measuring, at each end of the slide, distance from the centre of the slide to pencil marks which should be made on the thwart, exactly above the centre of the kelson, and noting that these measurements are equal.

c. Slide must come up in line with thowl. To measure this, place point A of the 'L' through the rowlock, and lay the leg of the 'L' (A–B) across the saxboards at right angles to the kelson. The seat when at front stop should be right up to this line.

d. See that each slide is of the required length.

e. Each seat must be the required height above the level of the heels. Measure the height of the seat from the skin of the boat, and the height of the heels from the skin, and subtract the latter measurement from the former.

(2) *Rigger.—a.* To see that the distance from the centre of the seat to the plane of the thowl is correct, take the 'L,' place the point A through the rowlock, and pointing the base downwards, place the point C against the after-end of the thwart, exactly opposite the centre of the slide, so that the line A–B is exactly level. The distance from B to the point where the line B–A passes through the rowlock is the measurement required.

b. Rowlock must be absolutely true; *i.e.* the sill must be level, and the thowl must be at right angles to the sill, neither leaning in to the boat nor away from it.

c. To measure the height of the work from the seat, lay the 'L' across the saxboards at right angles to the kelson, with the base pointing upwards against the rowlock. Mark the base with a pencil at the point where it comes level with the top of the sill. The distance from this mark to the point B is the height of the work above the saxboards. Add to this the height of the top of the saxboards above the level of the seat, which is easily measured by laying the leg of the 'L' across them, exactly above the seat, and measuring with the rule.

Once again let us emphasise that it is not faults in designing the dimensions of boats that are most prevalent, but faults and inaccuracies in carrying out these designs, and that it is not, therefore, sufficient to measure the places of one or two of the men, and if they are correct to leave the rest alone. Every place in the boat should be carefully measured in every detail.

The following table of the dimensions may be found useful, as they cover the limits within which modern racing-boats are usually built:—

—	Eight	Four	Pair
Length of boat	60 ft. to 62 ft.	42 ft. to 44 ft.	35 ft. to 37 ft.
Greatest breadth	23 in. ,, 24 in.	18½ in. ,, 20½ in.	15 in. ,, 16 in.
Depth amidships	9 in. ,, 9½ in.	7½ in. ,, 8 in.	6½ in. ,, 7 in.
Depth stem	6 in. ,, 6½ in.	5 in. ,, 5½ in.	4 in. ,, 4½ in.
Depth stern	5½ in. ,, 6 in.	4½ in. ,, 5 in.	4 in.
Height of work from level of seat	6½ in. ,, 7½ in.	6½ in. ,, 7 in.	6½ in. ,, 7 in.
Height of seat above heels	8 in. ,, 8½ in.	8 in. ,, 8½ in.	8 in.
Distance from centre of seat to thowl	30½ in.	32 in.	33¼ in.
Length of slide[1]	16 in.	16 in.	16 in. to 17 in.

[1] *I.e.* actual distance which sliding seat moves.

As to the measurements of boats there is wonderfully little divergence of opinion among rowing authorities; but this is not the case with oars, and it cannot be said that even now, after oars have been tried varying in length from 11 ft. 9 in. to 12 ft. 6 in., with blades varying from 5 in. to 7 in. in width, any exact measurements exist which are generally accepted as correct.

Having fitted up the boat in the manner described, there is one measurement of an eight oar which cannot well be varied, *i.e.* that from the end of the handle to the outside of the button. This, with the measurements given above, must be 3 ft. 8 in. to 3 ft. 8½ in. If it is shorter than this the average man will find it impossible to finish hard and clean, as his outside hand will come in to the middle of his chest, and he will be unable to row

his outside elbow close past his side; if it is longer, he will probably swing out of the boat if he holds his oar at the end.

We must now imagine that we have an average man, sitting in a boat of the dimensions given, reaching forward to his full extent, and holding in his hands a portion of an oar from handle to button 3 ft. 8½ in. in length. We have to consider what the dimensions of the remaining portion of the oar are to be; *i.e.* length outboard and size of blade. The longer the oar and the broader the blade, the greater will be the resistance which must be overcome in rowing the stroke through. Our endeavour must, then, be to make the outboard measurement of the oar of such dimensions as offer that amount of resistance which an average man can meet to the best advantage about forty times a minute over the course. This resistance can either be got by having a long oar with a narrow blade or a short oar with a wide blade, and there is some difference of opinion between rowing authorities as to which is better. The object of the crew is, of course, to row the boat past the blade, and not to row the blade through the water; but, nevertheless, it is impossible to avoid a certain amount of 'slip,' as it is called, of the blades through the water, even when the boat is travelling at full speed. Mr. W. B. Woodgate (who has made several experiments as to the distance which a blade slips through the water when a boat is going at full speed) and others have argued that the accepted measurements of oars are not the best, and that they could with advantage be made longer and narrower. The average measurements of oars from 1893 to 1897 were 12 ft. to 12 ft. 2 in. in length overall, with 6-in. to 6¼-in. blades. The argument is that by making the oars longer and the blades narrower, more is gained by the increased stride than is lost by the increased slip. How far this alteration can be carried out with advantage remains to be seen, and before deciding in favour of any definite dimensions we must await the result of any further experiment that may be made.

In the cases where the longer oars and narrower blades have been tried the experiment has proved eminently successful. The Oxford crew of 1897 used oars which measured 12 ft. 6 in. over all,

with $5\frac{1}{2}$ in. blades, and it was probably partly due to the oars, and not entirely to the excellence of their rowing, that they got more pace out of their boat at a slow stroke than any crew of late years. The New College crews which have won the Oxford University Boat Club Fours for the last three years used oars 12 ft. 6 in. in length, with $5\frac{1}{4}$ in. blades, and their eight which won the Grand Challenge Cup at Henley in 1897 used oars of the same dimensions. After their race against Leander it can hardly be denied that they owe something to oars which enabled them to get home two feet in front of so fine a crew, although they rowed a much slower stroke the whole way.

New oars should be carefully examined before they are used, as even the most experienced makers turn out inaccurately finished oars with reprehensible frequency. Each oar should be tested to see that it is stiff, and the blade and button examined to ascertain that they are square. They should also be measured to see that they are all of the required dimensions. Care should be taken that the buttons are correctly fitted. In many cases the lower portion of the button is so made that it presses against the sill of the rowlock when the oarsman reaches forward to his full extent, and prevents him from taking the water with a square blade. In this connection it may also be observed that the back stay of the rigger is often incorrectly made at the point where it is joined to the thowl, so that the button presses against the stay during the last part of the stroke. This is a fault which can easily be remedied, and which should be put right at once ; for if it is not corrected the button will be forced away from the rowlock at the end of stroke and it will be impossible for the finish to be rowed out hard and clean. It must, however, be kept in mind that although there are a great many men who will row with faulty oars and faulty riggers, to the detriment of their style, there are many more who, without due cause, attribute their faults to imaginary defects in their implements. Captains and coaches, therefore, although they must, of course, take care that boats and oars are right, need not rush to measure a seat or stretcher every time one of the crew grumbles.

PUNTING

BY

P. W. SQUIRE

CHAPTER I

PUNTS AND POLES

THE popularity of punting is of comparatively recent date; forty years ago one might have rowed from Oxford to Putney and seen no punts but those containing fishermen. A few private pleasure-punts were built about thirty years since, but it is more particularly during the last ten years that their number has so greatly increased. It will not therefore be thought surprising that the present volume should contain a section devoted to this subject.

When boating for pleasure a punt possesses many advantages. The punter faces the direction in which the craft is travelling, and he or she can have a good view of the scenery; the position for punting is less cramped than that for rowing, and the stroke is more varied; the sitters can be more at ease than in a skiff, which must always be properly 'trimmed.' The punt is also better adapted for luncheon and tea, which is a great convenience on a journey, and obviates the necessity of reaching an hotel at any special time. As it travels much slower than a skiff more time must be allowed for any given distance, but twelve or fifteen miles down stream can easily be covered in a day by a good punter, with one or two sitters. When the water is deep, or the bottom of the river soft, it is often quicker and less exertion to paddle the punt with a canoe paddle.

A pleasure-punt will also sail very well with a fair wind; a mast, sail, and rudder can be adapted to the ordinary punt: they are easily fixed and taken down, though they certainly

occupy a good deal of room when stowed away. Some punts are specially built for sailing, but they are kept for that purpose only. The Thames Punt-sailing Club regulates the racing in this craft.

Punts can be handled well in crowded places either with the pole or the paddle, very little clear water way being required in either case; but it is the ease with which a punt can be manipulated by a good waterman that makes it so awkward in the hands of the novice. The slightest touch alters the direction, and it can be made to turn in its own length. In practised hands it is as much under control as a canoe and is far safer; in crowded places it is more easily handled than a skiff. It may be mentioned here that at regattas one sometimes sees the iron pin carried in the pinhole at the head of the punt. In this position it might cause serious damage to other boats, and should be laid down.

Punts have existed for a very long time. In the early days they were large and heavily built, and employed only for fishing. They were sometimes fitted with rowlocks so that they might be rowed, and if going any distance were generally towed from the bank. When punted a heavy fir pole was used, which so nearly resembled the ryepecks employed for fixing the punt that it was difficult to tell one from the other without looking at the iron.

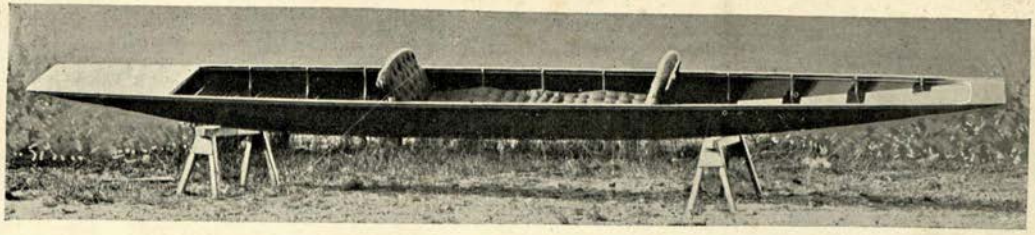
The fishing-punt is a flat-bottomed craft, usually 26 to 27 ft. long, 3 ft. 6 in. wide in the broadest part, and somewhat narrower at the ends. It is fitted with a 'wet well,' or place where live bait can be kept. The 'wet well' is a box running the full width of the punt, the bottom and sides of which form the floor and ends of the well. It is supplied with water by means of gratings let into the sides of the punt at each end of the box. For fishing, the punt is usually fixed across the stream, and as the water flows through the well, it keeps the bait provided with fresh water. It may be mentioned here that a 'dry well' is similar to a wet, except that it has no gratings to admit the water.

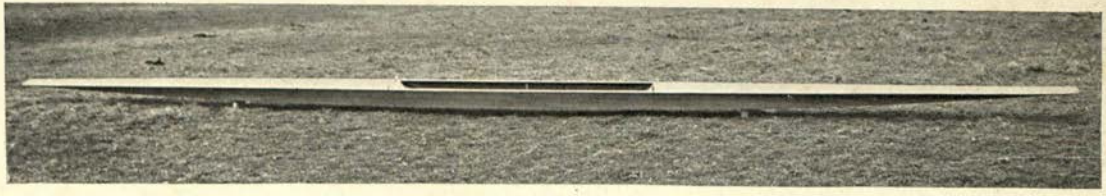
The early pleasure-punt was built with a 'wet well' like the fishing-punt, but was made of lighter material, and the part above water was varnished instead of being painted. It answered the double purpose of fishing and pleasure punting. About twenty years ago, such punts as were not required for fishing were built without the well, but a seat and large lounge cushion were substituted. Pine or mahogany was used according to the fancy of the purchaser. They were propelled by the method known as 'walking the punt,' which will be described later. The tendency in recent years has been to build punts narrower and lighter, 2 ft. 9 in. being a very common width at the present time. It has also become the fashion to build them with a 'saloon'—that is, with two lounge cushions in the middle of the punt supported by backs which face each other. This arrangement has been adopted for the purpose of carrying four sitters, but it does not give the punter very much room, and, except in very shallow water, he is liable to wet the sitters with the drip from the pole. Scarcely anyone now walks a punt, and when the lounge cushion is placed against the 'till,' or covered-in end of the punt, as in the old-fashioned style, the craft is usually propelled stern first. Another method of carrying a sitter is to have a back fitted near the centre of the punt and the lounge cushion placed against it, so that the passenger faces the head of the punt and the direction in which it is travelling. The back can be made so as to fit against any one of the three middle knees, an arrangement which enables it to be shifted forward or aft for single or double punting. During the last year or two several punts have been built, 2 ft. 3 in. wide, to carry one sitter. These are fast and can be punted with a light pole.

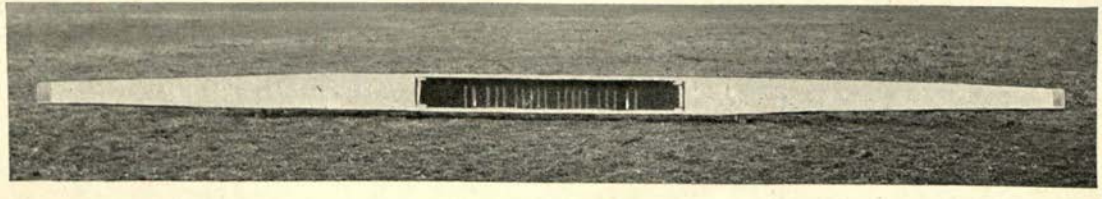
Punts of all descriptions have been used for racing. The earlier matches took place in large heavy fishing-punts with 'wet' wells. In 1888 a standard size was adopted for the Professional Punting Championship, the punts having 'wet' wells, and measuring 28 ft. long and 2 ft. 9 in. at the broadest part. In 1891 they were changed for others of the same

dimensions, but with 'dry' wells. They weighed on the average 3 cwt. 2 qrs. 7 lbs. each. In 1897 the wells were omitted and the punts made somewhat lighter, being on the average 3 cwt. 0 qrs. 8 lbs. The Thames Punting Club regulation punts, built in 1894 for use in Handicaps, are 28 ft. long, 2 ft. 3 in. wide, and weigh 1 cwt. 2 qrs. 21 lbs. each.

A very great change has taken place in best-and-best punts, which are allowed to be built any length or width so long as the width at the ends does not measure less than half that of the widest part. It may save repetition to state here that when the width of a racing-punt is given, it refers to the width in the widest part, measured on the bottom inside. A few years ago a width of 22 in. was considered very narrow for a racing-punt, but now no one thinks of starting for the Amateur Championship in a punt wider than 16 in. The punt used by Mr. B. Rixon in the Championship, 1895 and 1896, is 34 ft. 4 in. long, 14¼ in. broad in the middle and 7½ in. at the ends, with a depth of 7 in. at the centre; it is the narrowest punt which has been used in the race. It may be of interest to note the measurements of the punts used by the winners of the Amateur Championship since 1890. The winning craft of that year measured 27 ft. long and 22 in. wide, and those of 1891 and 1892 were practically the same. In 1893 there was a considerable alteration, the punt being 32 ft. long and 18 in. wide; in 1894 it was 34 ft. long and 16 in. wide; in 1895 and 1896, 34 ft. 4 in. long and 14¼ in. wide; in 1897, 34 ft. long and 14⅛ in. wide. So far as one can judge there will not be much change in the size of the best-and-best racing-punt for some little time to come; the length has been adopted after trials of shorter and longer dimensions, one of 37 ft. being no faster but rather the reverse. The long bearing on the water helps to steady the punt, but if it be too long it becomes slow and there is not the same life in the stroke. As regards the width, it requires a great deal of practice to race in a punt even 16 in. wide without falling out, and only one man has at present raced in a punt under 14½ in.







PLEASURE PUNT, WITH SALOON

RACING PUNT (TWO VIEWS)

Racing-punts have been built of mahogany, cedar and best pine. The latter has of late been the favourite material. It is as light as cedar, not so brittle, and appears to wear well. It is protected from the water by a good coat of varnish. The punts are canvassed at both ends, leaving a space in the middle where the punter stands, the length of this varying with the fancy and style of the punter, for some men like to have more room than others. As the principal object of the canvas is to keep out the water which drips from the pole, and any which might splash over the side, it is clearly an advantage to have the punt covered in as far as is possible without interfering with the stroke. The open space in Mr. B. Rixon's punt is 8 ft. 6 in. between the canvas, which allows a floor space of 6 ft.; the sloping bulkheads take up the difference. Mr. Romaine's punt has an open space of 9 ft. between the canvas, and Mr. H. Verity's 11 ft. 6 in. A racing-punt should always be fitted with clips for holding the spare poles. They are placed on both sides, at each end of the open space, as is shown in the photograph of the racing-punt. A very neat clip is made in metal and occupies very little room, but to avoid the chance of injury from falling upon one of them, the writer had some made of indiarubber, and they were used in many important races. The chief objection to the rubber clips is their size and somewhat clumsy appearance.

Poles.—These may be either larch or deal, and are termed, respectively 'natural poles' and 'made poles.' The former is a straight stem of a small larch tree, the bark of which has been removed; the latter is made out of best white pine. Both are shod with a suitable iron, which consists of a socket into which the pole is fitted, and a fork which grips the bottom of the river in the action of the punting stroke; the forked part is made in two shapes (see fig. 1). The rounded shape is supposed to be less liable to pick up stones from the bottom of the river, and that may be the case; but when a stone gets fixed in this shape of iron it is extremely difficult to dislodge it, whereas stones come out of the other shape readily, in fact,

the jar of the pole on the bottom of the river in the succeeding stroke will very often effect this. Both shapes have an equally good grip of the ground. The natural fir pole has almost disappeared from the pleasure-punt, having been superseded by the deal pole. A good-made pole should be straight, stiff, free from knots, and well balanced; a new, that is, unused, pole

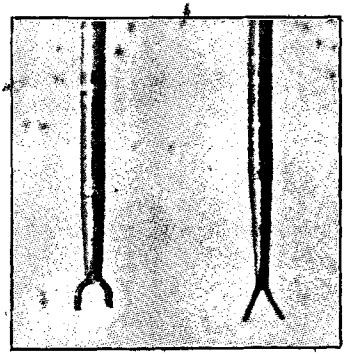


FIG. 1.—FORKS OF PUNTING POLES

may possess the two first qualities and yet lose them after one day's punting. If the grain be not straight and the wood not of equally good quality throughout, it will go wrong very quickly; even two poles carefully selected and apparently alike will wear very differently. After daily use for a week, one pole may be found to retain its straightness and stiffness, whilst the other will get soft and bend readily in the stroke; it may also develop a permanent bow or bend. Such a pole is very little good for racing, and is disagreeable to use in a pleasure-punt. These defects may be due to the character of the wood and natural to it; in that case the pole will bend even if only used in a light racing-punt; or the defect may be caused by using a good pole in a punt too heavy for its strength. A light racing-pole, weighing 4½ lbs., can be spoilt in one afternoon by use in a 2 ft. 9 in. or 3 ft. punt.

But even when poles are put to such work as they can

reasonably be expected to perform, there is a great difference in the time they will last, and as a really good one is very difficult to get, care should be taken of it when obtained. A pole 14 ft. long and weighing 5¼ to 5½ lbs. may be satisfactorily used in a 2 ft. 9 in. or 3 ft. punt, even when carrying a sitter, or possibly two; and so long as it is employed with ordinary care by a good punter in about four or five feet of water, it may last for some time; but it must be used very carefully in deep water, when the hands are constantly at the top of the pole, and on no account must it be treated roughly to prise over the stern of the punt. When a light pole is laid down, even for a short time, it must be taken care of, and not placed so that it is supported only at the ends; it should also rest on something near the middle, or at all events four or five feet from the small end, or top. When the punt is not in use the pole should be taken out and laid on a level floor in a cool place; on no account should it be kept in a hot loft which is exposed to the sun. It is usual to give new poles a coat of thin varnish to preserve them, but before they are used in a punt the greater part is removed with sand-paper, as the hands cannot hold firmly a varnished pole when wetted with water. A good length for poles is 14 ft., but they are made somewhat longer for districts where the water is deep, and shorter for those where it is shallow. A spare pole should always be carried, for one may be dropped from various causes or may break, and in such a case it is very awkward not to have another. The best position for carrying the spare pole in a racing-punt has been definitely settled, but how to carry it in a pleasure-punt with a saloon is a more difficult problem. It is usually slung outside the punt, but in this position it is very apt to catch, more particularly in crowded places such as a lock or at a regatta. It is also in the way of the punter, for although he may sling it on the side opposite to that on which he means to punt, circumstances may compel him to change sides without delay. Some builders cut away the side of the cushion and back so that the pole may be carried just inside the punt, with

a small strap to keep it in position, and this plan answers very well.

Some idea of the weight, shape, and balance of a good racing-pole may be gathered from the following particulars of some which have been used in punt races; they were carefully selected, and are not such as can be purchased every day. The following measurements have been taken from the iron end of the pole, and that part of it where the fork branches. One of the poles is 14 ft. in length, weighs 5 lbs. complete with the iron, and balances evenly at 5 ft. 4 in. The circumference at 2 ft. 6 in. is $4\frac{3}{4}$ in.; at 7 ft., $4\frac{3}{4}$ in.; at 12 ft., $4\frac{1}{8}$ in.; at 14 ft., $3\frac{3}{4}$ in. Of three other racing-poles, one, 12 ft. 6 in. in length, balances at 5 ft. and weighs $4\frac{1}{4}$ lbs.; one, 13 ft. in length, balances at 5 ft. 1 in. and weighs $4\frac{1}{2}$ lbs.; one, 13 ft. 6 in., balances at 5 ft. 2 in. and weighs $4\frac{3}{4}$ lbs. They are stiff poles, and quite suitable for racing in a best-and-best punt of the present day. The pole measuring 13 ft. was used at the Thames Punting Club Regattas in 1893, 1894, 1895, and 1896, and that measuring 12 ft. 6 in. was used in the winning punt of the Amateur Championship in 1893 and 1895. These poles are as good now as when they were made; but they have only been used on the day of the race, and for a short time on the previous day. They have a fresh coat of thin varnish at the end of each season.

CHAPTER II

THE PUNTING STROKE

WHEN watching a first-rate punter driving a light racing-punt through the water with an easy swing and at a great pace, the movements appear to be so easy and so natural that one is apt to think there cannot be much difficulty about punting. If some one who gets into a punt for the first time attempts the stroke which appears so simple, he will find the punt very erratic in its movements; it will travel in any direction except the particular one desired; it will get over the pole and force the hands of the punter outside the punt, put him in great danger of falling overboard, and when he tries to avoid a recurrence of it by putting the pole down a little wide of the punt, the craft will swing away from the pole in the opposite direction. After several ineffectual attempts at compelling the punt to travel in a straight line, he might possibly come to the conclusion that no one stroke continually repeated could take him straight from one point of the river to another a hundred yards away, but that this end was attained by a judicious variation of each stroke. It is just this fact that gives the charm to punting; there is no monotony about it, for scarcely any two successive strokes are exactly alike. In the case of the expert described above, these motions have become second nature to him; he is able, without altering the time of his stroke, to give each one that nice adjustment which is required to keep him straight on his course; the passage of the hands just outside the punt, or just inside it, the subtle touch at the end of the stroke, all these are done intuitively. The difficulty

consists in the fact that the force is only applied on one side, and even when strictly fore and aft it has a tendency to drive the head of the punt away from the side on which the pole is used. This is counteracted by allowing the pole to press ever so gently against the side of the punt in the after part of the stroke.

It is an important matter at the outset to acquire a good style, for when the form is once set it is very difficult to alter it, and what is worth doing at all is worth doing well. Whether the object be simply to punt slowly and leisurely about the river, or to take longer journeys, omitting any consideration of racing, the pleasure will be much enhanced by doing it in what is acknowledged to be the proper manner. The best way of gaining a correct style is to learn of some one who already possesses it, and there are many competent watermen who will take a pupil out and coach him for a fixed charge for each lesson; but the best men are frequently engaged by the week for the season. The preparation for racing requires constant practice under a good coach; he may be an amateur who has both the inclination and the spare time, or he may be a professional waterman, but it is an advantage that he should have raced. For those who may from various causes be unable to take lessons, a description of the stroke has been included. When learning, it is a mistake for the punt to be lighter than the pupil can stand in with ease, else his attention will be diverted from the stroke to simply keeping his balance, and he will be afraid to reach forward at the beginning of the stroke or to finish well behind for fear of overbalancing and falling out. A punt 2 ft. 6 in. is quite narrow enough for the first lessons; one 2 ft. 9 in. is better. When the pupil has learned the stroke and feels quite at home, he may then change to something narrower, and finally practise in a modern racing-punt. At each stage he should become thoroughly accustomed to his craft before trying one lighter. Should he start in a 2 ft. 9 in. punt the next one might be 2 ft. 3 in.; after that 18 in.; and finally the lightest racing-punt which would be suitable for his weight and strength.

Let us now go back to the 2 ft. 9 in. punt. The pupil should practise punting on both sides; but we will assume that he will begin with his right leg forward, and will stand on the left side of the punt. The right foot should be placed in a position where it is not likely to slip; in light racing-punts special stops are fixed for the forward foot to rest against, but in the larger punts one of the 'knees' is used for this purpose,

FIG. 2.—COMMENCEMENT OF STROKE. RIGHT LEG FORWARD

generally the first or second from the centre of the punt and nearer to the head. The other foot is placed a little way from the first, about 12 in. or 15 in., and on the same side.

For starting a punt, the iron end of the pole is dropped in the water just behind the left foot, while the hands should grasp the pole rather higher up than the level of the punter's head, and the arms be extended well forward towards the head of the punt. In this position the pole will be much slanted, and the

punt should start as soon as the pull of the stroke begins. The reach of the left arm is much increased by bringing the left shoulder round and raising the left heel. Most of the weight of the body should be supported on the front or right leg, the balance of the body being assisted by the left leg resting on the toes of the left foot. The position resembles that shown in fig. 2, but the left shoulder should not be brought quite so far round, and the pole should be grasped by both hands. The

FIG. 3.—HALF-WAY THROUGH THE STROKE

illustration represents the position for the commencement of a stroke after the punt has been started; then the left shoulder is brought more round to get the catch at the beginning with the left hand, which is a very important feature of the punting stroke. In that position the right hand cannot reach the pole above the left, but it is held ready to catch on as soon as possible. There should be a space of about six inches between the hands, and as the punt moves forward the right hand can

take up its proper position on the pole; the work is then done by both the hands equally.

A novice will probably require a good deal of practice before he will be able to get as far forward as the subject of the illustration, W. Haines, the Professional Punting Champion. It will be noticed that the right knee is slightly bent, and this position assists the balance. When the pull has brought the

FIG. 4.—FINISH OF STROKE

hands to the body, the latter turns on the spine as an axis, as in fig. 3, and in the turn the stroke is completed by the sway of the body on to the left leg, and by pushing the hands away towards the stern of the punt, as in fig. 4. The left arm should finish about straight. The hands should pass with an even, uninterrupted motion from the beginning of the stroke to the end, and the pressure on the pole should be continuous throughout. The pupil is rather apt to make three motions of

it, the pull, the turn round, and the push, with a slight pause between each; but if the attention be concentrated on keeping up the pressure on the pole and against the front foot from start to finish of the stroke, the continuous movement will be acquired after a little practice. During the pull of the stroke the back foot travels over the floor of the punt, and comes to rest on it as the hands reach the body; the latter then turns, and when completing the stroke by pushing the arms out to their full extent, the left knee bends so as to allow the whole force to continue to the end. Without this bend of the knee the stroke is short and loses much of the power of what has been called the 'after shove' and 'back shove,' terms which are not very good, as they give an impression either of something separate from the stroke or a break in the continuity of it.

The muscles of the back and loins enter very largely into the punting stroke, more particularly at the turn of the body. It will be noticed that at the beginning of the stroke the left shoulder is very nearly as far forward as the right, the line of the shoulders being almost straight across the punt; as the stroke proceeds the body comes round, and the stroke is finished with the shoulders facing nearly half-way round towards the stern of the punt. They cannot face round to the same extent at the finish as they do at the beginning for two reasons. The stroke is begun with one hand only, the other not being able to reach the pole—the stroke could not finish in a similar manner or the pole could not be recovered quickly. The other reason is that the head of the punter can only come round with the shoulders to a limited extent; for as the direction of the punt is largely controlled near the end of the stroke, the head of the punt must be watched more particularly at that time.

When stepping back in the course of the stroke some punters lift the left leg high in the air, but this is a mistake. The foot should pass just two or three inches above the floor of the punt. The distance of the backward step is of importance. It should be just far enough to allow a good length of stroke, but not so far that any special effort is

required for the recovery of the upright position. The punter must come off the back foot on to the front one easily and quietly, and with an entire absence of jerk. This, more than anything else, is the characteristic of a finished punter. Many men get properly forward and finish aft, but they recover with such a spasmodic jerk that the punt rocks badly, and does not travel well between the strokes. As the weight

FIG. 5.—RECOVERY OF THE POLE. DRAWING IT THROUGH THE LEFT HAND

of the body comes on to the back leg, the toes of the foot should be the first to touch the floor of the punt, and again in the recovery the toes should be the last to leave it, and so act as a buffer to prevent the jar which would be caused if the weight were transferred from one leg to the other with the foot flat. It is a great advantage when in a light punt to wear canvas shoes with thin rubber soles, as they enable the joints of the foot and ankle to play freely, and thus help the punter to

keep a better balance of the body. The pressure of a thick leather sole against the side of a racing punt has been known to split it.

Picking up the pole in the recovery for the next stroke is by no means an unimportant part of punting. It must be done with method, otherwise the hands will not be in the proper position for beginning the next stroke. The illustrations show three different stages of the movement. Immediately

FIG. 6.—RECOVERY OF THE POLE. 'THE THROW'

after the stroke is finished the right hand should draw the pole through the left, as in fig. 5, to a certain distance, which will in each case depend upon the depth of water and consequent length of pole which has been used; the left hand will then throw the pole over the right, which in turn will catch it, as in fig. 6, and the action will be completed by the right hand lifting the pole clear of the water in a vertical position, as in fig. 7, the left taking hold of it in its passage, and helping

to support it until returned to the water. As in the punting stroke so with the pick-up of the pole, there should be no pause between the three movements; they should glide one into the other, and at a little distance the pole should appear to have risen by one movement.

Having arrived at position 7, the pole is not merely dropped into the water, but sent down sharply to avoid loss of time; it

FIG. 7.—POSITION FOR RETURNING POLE TO THE WATER

is allowed to pass freely through the left hand, which should at the same time be raised, bringing the left shoulder round to get as much reach forward as possible. This completes the description of the punting stroke as it should be practised. Three illustrations have been added of positions which are sometimes seen and which are bad. They have been introduced for comparison with the others. Fig. 8 represents a bad position, which is the result of picking up the pole hand

over hand without the throw depicted in fig. 6. The wrong hand is uppermost. Fig. 9 represents a bad beginning of the stroke. The pole is too upright; the strength of the punter is largely expended in lifting himself off the floor of the punt, and but little in propelling it. Fig. 10 represents a bad finish of the stroke which usually follows the beginning shown in fig. 9. The shoulders, instead of being turned as in the

FIG. 8.—BAD POSITION FOR RETURNING POLE TO THE WATER. WRONG HAND IS UPPERMOST

proper punting stroke, are in much the same position at the start and finish of the stroke. Now as the punt is not being propelled during the interval between the strokes—that is, from the moment one ceases pushing until the beginning of the next stroke when one pulls again—it is clearly an advantage to put in as much good work as possible while the iron of the pole is on the ground; moreover, it is an exertion to lift the pole into position fig. 7; and the further the punt travels with each

stroke the fewer times will the pole have to be lifted during a certain course. The front foot does not move during the stroke, and therefore it can be taken as a common point from which to measure. If a vertical line be drawn through the foot (which, although not actually shown, can be guessed nearly enough for comparison), and other vertical lines be

FIG. 9.—BAD POSITION AT BEGINNING OF STROKE. HANDS NOT FAR ENOUGH FORWARD. POLE TOO UPRIGHT

drawn through the left hand at the beginning of the stroke and at the end of the stroke, as depicted in figs. 2 and 4 for the correct method, also in 9 and 10 for the wrong method, some idea will be gained of the difference in length of the stroke in the two styles of punting. One is about three times as long as the other in a horizontal direction, and will drive the punt very much further.

The pace of the punt will depend upon the quickness of

the stroke, providing it be kept equally long, but to travel fast for many minutes requires a good deal of strength and activity. When the punt is moving quickly, the pole should be returned to the water somewhat in the position of fig. 7, and by the time it is on the ground and the punter can get his weight on to it, the position will resemble fig. 2. The extent to which the pole should be thrown down forward of the punter will de-

FIG. 10.—BAD POSITION AT FINISH OF STROKE. BODY NOT TURNED. HANDS NOT FAR ENOUGH AFT

pend upon the depth of the water, also to some extent upon the height of the punter, but principally upon the pace at which the punt is travelling; and this must be considered chiefly in its relation to the bottom of the river, and not so much to that of the water. For instance, if there be a fast stream and the punt is going up stream, it may be travelling very fast through the water, but comparatively slowly over the bottom of the river: in that case the pole should not be placed so far forward as

when the punt is going down stream and travelling more slowly through the water, but very fast over the bottom of the river. The illustration fig. 7 is about right for a good punter, some 5 ft. 10 in. high, in a light racing-punt with a depth of 4 ft. of water and going down stream, or for the same man in a semi-racer with 6 ft. of water. In a slow heavy punt with about 4 ft. of water the pole would be thrown down just in front of the forward foot. Each punter must adjust this matter for himself, always bearing in mind that he should get his weight on much in the position of fig. 2. Many men make the mistake of not putting their pole sufficiently far forward when punting down stream, and thus lose the important catch at the beginning, illustrated in fig. 2. The punt is past the pole before the punter has time to get his weight on, and half the stroke is lost. When the pole is brought into position for dropping into the water the punter should be upright, the front leg straightened, the back leg brought up rather close to the other, and the weight of the body principally on the front leg. It will be noticed in fig. 7 that the right hand is higher than the left. This is the most convenient position for raising the pole clear of the water, and throwing it down again for the beginning of the stroke. It is also the most natural finish to the recovery of the pole when picked up in the proper manner.

Steering a punt.—This is usually done by drawing the stern of the punt over towards the pole, or on the other hand by pressing it away. A good punter will effect this in the course of the stroke by a slight variation in the position of the hands as they pass the body. But to accomplish it neatly requires a good deal of practice. To give some idea of the principle upon which the steering depends, we will assume that the pupil is punting alongside of the bank of the river and two or three yards away from it. To bring the head towards the bank it is necessary to press the pole against the side of the punt in the after part of the stroke, and the nearer the pole is to the stern when the pressure is given the more easily will

the head of the punt come round. To put the head of the punt away from the bank, the stern must be drawn towards it, and this can be done in the course of the stroke by reaching over the side of the punt as the hands pass the body, instead of bringing them close across the chest: the hands and the upper part of the pole pass the chest in a curve round it, instead of in a straight line across it. This part of the steering is much more difficult to acquire than that of pressing or 'pinching' the punt, and the action will have to be much exaggerated until the pupil gets accustomed to the stroke.

In the foregoing instructions the pupil has been directed to stand about the centre of the punt, but this position is not possible when carrying sitters, unless the seat is at one end. Under these circumstances the punter must stand more or less near the end, but the nearer he can stand to the middle without wetting his sitters with the drip from the pole the more control will he have. The stroke and method of steering should be the same as described previously, whether the punter stands near the centre or further aft. When the sitters are carried in the middle, as, for instance, in a saloon punt, the punter should always stand behind them, but not forward of them. In the latter position it would be much more difficult to manage the punt, and he would almost certainly splash the sitters each time he took the pole out of the water.

Double-punting.—The stroke is the same as for single punting. The punters stand one on each side, one of them being usually rather forward of the other. Both should help to keep the punt straight by slightly pressing the pole against the side at the finish of the stroke; if she should run off her course, the pressure should be only on the side towards which it is required to come.

Walking a punt.—This method is almost obsolete. The punter used to walk to the head of the punt, and whilst facing forwards drop the pole in the water, give a pull and a turn of the body something like the modern punting stroke, and then, whilst pushing the pole in front of him, he walked

as far as the well or seat. The pole was kept close to the side throughout the stroke, at the end of which it was pressed against the punt until the head came over towards the bank. It was necessary that the head of the punt should be brought round at the end of each stroke; then the pull at the beginning of the next put the punt straight again. With this method it was impossible to progress in a straight line; a zigzag course was unavoidable however good the punter, the amount of deviation varying according to his capabilities.

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CHAPTER III

PUNT RACING

PUNT racing can be taken up later in life than most athletic exercises, in support of which statement it may be mentioned that at one of the club regattas, the Juniors' Race and Veterans' Race were won on the same afternoon by a man who began punting at the age of forty-five. It is hoped that when the attractions of the sport are more widely known, many of the rowing men will take up this pastime after their rowing career is over. The status of punt racing all over the river has much improved. At one time it was very much of the rough-and-tumble order, owing to the jostling and fouling introduced into the races, which were mostly between watermen; for some time, however, deliberate fouling has been prohibited, and if one competitor interferes with the other, he is liable to be disqualified on an appeal to the umpire. This improvement is mainly due to the Thames Punting Club, which formulated rules for punt racing under which every contest of any importance is conducted. The club was started at Sunbury, in 1886, by a few men interested in the sport, prominent among whom were the late Mr. Henry Faija, Mr. Talbot Smith, and Mr. Benjamin; and they instituted the Amateur Punting Championship which was decided at Sunbury Regatta from 1887 to 1890. The Thames Punting Club did not at first flourish, chiefly from want of funds, and in 1890 it was reorganised. His Grace the Duke of Beaufort became President, Lord Londesborough, Vice-President, and Mr. W. H. Grenfell, Chairman of Committee. The first Thames Punting Club regatta took place in 1891 on a new course a little way below Sunbury Lock, and at

it several events were decided, including the Amateur Punting Championship. The regatta was held there also in 1892, but was moved to Staines in 1893, and to Maidenhead in 1894, with the idea of encouraging punting in different parts of the river. Since that time it has taken place each year on the course at Shepperton which is undoubtedly the best piece of water for punt racing at present known, and will be described later on under the heading 'Courses.'

The original punt racing rules have been amended from time to time as experience has indicated; but there is still a great difficulty in disqualifying for a slight touch, as is the practice in rowing, the conditions being so different. The strength of the stream and the wind affect both sports; but the oarsman can race on water twenty feet deep without any disadvantage, whereas the punter cannot. Even when the course is one which admits of punting with a pole of reasonable length and the bottom of the river is good, one of the competitors is at a disadvantage unless the depth of the water is nearly the same for both. We say 'one of them,' because it is possible to have the water too shallow, as well as too deep. When the water is very shallow the stroke degenerates into a scramble, and the punt does not travel so fast as in deeper water; but, to take the other extreme, if one man has to punt in water four feet deep and the other in water six feet deep, the latter must use a stronger and heavier pole; with each stroke he must lift the pole much further than his opponent, and, considering the number of strokes in a race, the extra labour is considerable. Again, the nature of the bottom of the river, whether it be mud, soft sand, or fine gravel, in no way affects the oarsman; but it makes all the difference to the punter.

There are two conditions of great importance in the selection of a punting course: equal depths of water, and equality in the bottom of the river for each competitor. Now as these are seldom obtained where the punts are more than six feet apart, and not always even at that distance, there is naturally a great tendency, particularly when racing against the stream,

for the outside man to get as close as he can to the inside man, so that he may have an equal chance. The punts are usually started about ten feet apart, and if they touch one another on the way to the turning, ryepecks the offending punt should be disqualified. Sometimes the case is clear, in others it is more difficult, both of the punters being to blame; in the majority of races the punts do not touch on the way to the turn, but coming home, as has been explained, they get rather close together, and may even possibly touch without really affecting the issue, so long as the outside man is careful not to impede the other. If by accident he should get too close and not immediately take steps to get away he should be disqualified. In most races no question of fouling arises, in others disqualification follows the offence. It is hoped that as more experience is gained of the capabilities of a course, it may be possible so to mark out the line to be taken by each punt that the umpire will have no difficulty in deciding when a competitor is out of his water; and in that case disqualification might follow on a touch.

When a man has once experienced the delightful sensation of driving a light punt at a good pace in water about four feet deep, with a firm bottom to the river, he is very likely to wish to try his speed against others in one of the minor races. It is for the encouragement of such amateurs that the Thames Punting Club handicaps and the Novice Race at the club regatta were instituted. This statement is not intended to convey the impression that only novices punt in the club handicaps; for Mr. B. Rixon, a winner of the Championship for three years, and holder of the three fastest punting records, has been a regular competitor in these events; but it affords an opportunity for any member of the club to test his capabilities against punters of repute. The club handicaps are only for members, but they have been followed on the same afternoon by open scratch doubles, which are very popular at Staines. The novices' races are not confined to members of the Club. Both these and the handicaps are contested in

SCRATCH DOUBLE-PUNTING AT STAINES

Thames Punting Club purpose. At present they are 2 ft. 3 in. wide, and quite safe for a beginner, but they were designed on a system of curves, and although fast, they are somewhat difficult to keep on a straight course. Most authorities on punting are now of opinion that a punt narrower than this, but with a longer bearing on the water, would be equally steady for the novice and more easy for him to keep straight on its course; it would also be better adapted for double-punting.

Punt racing has made great strides in the last few years, and appears to have a good future before it. New men are constantly coming forward, and the sport is very popular with the spectators; at regattas where it is included in the programme it usually excites a great deal of interest. This is partly due to the increasing popularity of punting, and partly to the fact that the greater part of the race can usually be seen from the neighbourhood of the winning-post, the course being half down stream and half up, finishing at or near the starting-post. Apart from the difficulty of finding suitable punting ground, the chief objection which has been made against punting races being included in a rowing regatta is the time occupied in fixing and removing the starting punt and the turning ryepecks, all of which must be done in the interval between the rowing races, as they can seldom be left in position whilst the rowing is taking place.

Requirements for Punt Racing.—These include a starting-punt, winning-post, turning ryepecks, and a raft moored to the bank.

The starting-punt should be moored securely by a ryepeck near each end, assisted by an anchorage of some kind. A heavy weight dropped on the bottom of the river about five or six yards above the punt answers very well to moor to. Unless the punt is very securely fixed, it is liable to be carried away at a critical moment and to cause a considerable delay. Spectators in skiffs and punts regard a starting punt as a good position from which to see the race, and hang on accordingly;

under such conditions it is sometimes pushed away just as a race is about to begin. The starting-punt having been properly fixed, it should be occupied by two persons, usually watermen, whose duty it is to hold the competitors' punts. The end of the racing-punt should be held a little way from the starting-punt, as, if they touch, the jar unsteadies the punter. The racing-punts should point straight down the course, if anything, bearing somewhat to the side on which the competitor uses his pole, as the first shove will have a tendency to push the head of the punt away from the pole. In an important race the starter should be in the starting-punt to see that these precautions are taken, otherwise a collision is very likely to occur after the first two or three strokes. A competitor who refuses to start in this manner should be immediately disqualified. The starter must indicate to the competitors that he is ready to start them; when he sees the punts in position and the poles on the ground, he should put the question 'Are you ready?' and receiving no reply, quickly call 'Go!' We say quickly, because when the punts and the poles are once in position it is difficult to keep them there for very many seconds, the punt being very likely to shift its position. A good start is a very important part of a race, for not only does the punt travel more quickly when everything is in order, but if the pole is not in the right position and the punter ready to get away, the first shove will most likely send the punt quite off its line and spoil the next three or four strokes, which will be occupied in getting straight again.

The punter, having placed his craft in the position indicated, should plant the iron of the pole firmly on the bottom of the river and have the pole at the proper angle, the hands being well forward but not over-reached. In this position, at the word 'go' he can at once get his weight on the pole and be smartly off the mark. The pole must not be too upright or the punt will not start quickly. Having effected a good start, he will make the best of his way to the turning ryepecks, which should have been placed almost at right angles to the

course, the outside ryepeck being a little nearer to the start than the one next the shore. This allowance may be anything from a foot to three yards, depending upon the amount of disadvantage to the outside competitor, in reference to the depth of water and the relative distance from the line which the punter would be justified in taking after the turn. This varies very much on different courses. At the half-mile turn on the Shepperton course absolutely no allowance is required, for each punt can go straight up the course immediately after the turn. The ryepecks should be placed sufficiently far apart to allow the punts to pass one another, in the event of the outside punt making the turn just as the inside one is approaching it. But no more room than is necessary should be given, as in that case the outside ryepeck would be unnecessarily wide. For narrow racing-punts (best-and-best), it is usual to allow twelve feet between the ryepecks, for wider punts two or three feet more.

A competitor is liable to disqualification if he touch the turning ryepeck with his hand or any part of his body, but no penalty is attached to hitting the ryepeck with either the punt or the pole.

Ever since the Thames Punting Club was reorganised, the question of one or two ryepecks at the turn has engaged the attention of the Committee, but it is only since 1895 that they definitely settled to use a ryepeck for each competitor at the turn in all the club races, and the lead was promptly followed at all the principal regattas where punting races are included in the programme.

The use of two ryepecks was objected to on the grounds that the punt turning the outside ryepeck is at a disadvantage: (i.) as regards depth of water, (ii.) strength of stream, and (iii.) distance from the bank along which the punts return up the course. Of these three the most important is (i.) the depth of water, when one ryepeck is placed in much deeper water than the other. With ordinary care in the selection of the place, two ryepecks can be fixed on most courses so as to give a

fairly equal depth for each punt at the turn. When a waterman is told to fix the ryepecks at a certain distance from the start, regardless of the nature of the ground, there is a great risk that the turn will be a nice depth on one station and so deep on the other that scarcely any of the punt pole will be out of the water when the iron is on the bottom. At two regattas in different parts of the river this has occurred, when with proper care an equal turn could have been found. In selecting a course, the place for the turn is one of the most important points to be considered, and the course should be shifted up or down stream until a suitable position is discovered. It is not so necessary that the ryepecks themselves should be fixed in suitable water as that the depth should be good, about a punt's length beyond them. (ii.) Regarding the strength of stream at the turn, at any place where there is of necessity much difference in this respect, the outside punt will have had the advantage of it on the way down, but usually the difference is very slight. (iii.) Any difference in respect of the greater distance from the bank of the outside ryepeck can be compensated by placing it a little short of the inside one. The disadvantage to the punt turning the outside ryepeck can be reduced to a minimum; but, as will now be shown, the disadvantages attached to the outside station with one ryepeck cannot be so easily avoided.

The use of one ryepeck is a distinct incentive to sharp practice, and results in a great deal of wrangling and ill-feeling. Even when the punts reach it together and alongside of one another, the outside punt cannot turn until the inside man does so; the outside man, however good, must wait or turn the other punt with his own, and all the inside man need do is to push away up stream directly his punt comes over sufficiently to clear the ryepeck. In the case of one punt arriving before the other, the difference in the station is considerable. As soon as the inside punt reaches the ryepeck it can turn, whether it leads little or much, and it can make use of that lead to start home first; but if the outside punter reaches the ryepeck with

a lead of three-quarters of a length, it is no use to him unless he presses over and puts the inside man on to the ryepeck or on the wrong side of it. For if with that lead he allow the inside punt to come the right side of the ryepeck, he must wait about until his opponent has turned, and he is worse off than if the punts had come down level. Again, if the outside punt lead by three-quarters of a length, it is a temptation for the inside man, if he is a clever waterman, to press the head of his punt against the stern of the forward punt, and thus put it on to the ryepeck or the wrong side. In any case, one of the punts has a grievance far outweighing that of the outside station with two ryepecks when they are properly placed. In the latter case each man has to make his own turn, and if one man does it better than the other at either station he gets the benefit.

It may be asked why, with one ryepeck, the outside man should attempt to get a lead down-stream? He may want to do so for two reasons. A man may be relatively quicker down-stream than up, and he wishes to make use of his ability; also, on some courses, even the best, there is a slight advantage to the outside punt going down, and to the inside punt coming home. With two ryepecks one advantage cancels the other, but with one ryepeck it is not so unless the outside punt can take a commanding lead; it is no use getting just clear, because the inside punt would be certain to run into the other before it could stop up and turn. The unfairness to the outside punt when it arrives at the ryepeck first has been shown, but it may also suffer a disadvantage when it is about half a length behind. If the inside punt, having a slight lead, stop up and return close to the ryepeck, the other punt may be shut out and have to wait until the leader is clear. This form of fouling would be much less liable to detection than those previously described, for it might appear to be purely accidental, and even the fault of the punt that is the sufferer. When one ryepeck only is used it should be understood from the start that each punt must look after itself at the turn, and may do

anything in the way of manœuvring the punt to the best advantage, short of catching hold of, or placing the pole in, the other punt. It is only under these circumstances that the men can have an equal chance with one ryepeck; the man who is careful not to foul may be at a distinct disadvantage with the other who might not be so scrupulous, and the race may be lost at a critical point near the turn by sharp practice on the part of his opponent which might even possibly be described as 'watermanship.' As a matter of fact, we have never seen a punt disqualified at the turn round one ryepeck, but we have seen a good many races spoilt by collisions at this point.

The only race of any importance in which one ryepeck is now used at the turn is the Professional Punting Championship; but this event has always been held upon a course which presents many difficulties. There is hope, however, that before long this course may be modified so as to admit of the use of two ryepecks. The turn is a highly important part of punt racing, and it is very desirable that each man should take it independently of the other.

After the turn on a straight course the punts can make direct for the winning-post; but if the course bends the bank must be followed more or less according to circumstances. Some very fast punters can only punt 'on one side,' or rather with a particular leg forward, the right or left as the case may be. It is a distinct advantage to be able to punt equally well with either leg forward, more particularly if the course bends; for it is easier to follow the line of the bank when one is facing towards it. If a man is much faster on one side than the other, it is, no doubt, better to keep to that side when racing; but he should practise on both sides. Subject to certain rules, the race will be won by the competitor who is the first to take his punt up to the winning line. The starting ryepecks are frequently also the winning-posts, and the punt which first reaches them is the winner. Should either of the punts at the conclusion of a race hit the winning-post it would still be judged to have finished the course—it is not necessary

to pass the line. There is a great difference in the pluck shown by different men in the latter part of a race. One has frequently seen a man, who had a chance of winning, give up trying simply because his opponent continued to hold the lead. Abel Beesley used to say to his pupils: 'There is no telling how bad the other man may feel, and if you stick to him he may be the first to crack.'

A raft moored to the bank is a great convenience for embarking and disembarking, also for lifting the racing-punt in and out of the water.

Punt lightly on soft ground—that is, do not put out your whole strength; if the weight be put on the pole, it will sink in deeply, and the punt will be stopped in pulling it out again, or the pole may have to be abandoned. When racing it is necessary to carry a spare pole, as the one in use may be lost either by sticking in soft ground, or by the punter failing to catch it after the throw in the recovery of the stroke, or at the turn by throwing it down too much on a slant in deep water. The last is much more serious than either of the other two, as it causes a serious loss of time at an important period of the race.

On a course like that at Staines, where the water is deeper in the first half of the race than it is on the way back, it is a good plan to start with a 14-ft. pole, and carry a shorter and lighter one for the journey home when once the shallow water is reached. No time need be wasted in the change, if the short pole is placed in a convenient position. The longer pole is dropped at the finish of the stroke just before the recovery; then with a slight stoop the other pole is picked up, and the succeeding stroke taken without delay.

In light racing-punts two spare poles are usually carried, one on each side. As most punters go down-stream, and return with the same leg forward, they require one spare pole pointing down-stream and the other up. On whichever side the competitor intends to punt the small end of the spare pole should point in the direction in which he will travel; in that position it will be most convenient to take up if required. The

position of the spare poles should be settled before stepping into the punt. When carrying only one spare pole the competitor must consider whether he will be more likely to require it going towards the turn or afterwards, and place it accordingly.

The punting course is usually one half down-stream and the other half up-stream, finishing near the starting-point. This is partly due to the fact that no piece of water three-quarters of a mile or even half a mile in length which is suitable for a race in light punts is at present known. There are very few places where it is really good for a quarter of a mile. Another reason for the turn is that it affords opportunity for an exhibition of watermanship, and as some men punt better up stream than down stream, it equalises any difference in this respect.

The Turn.—This may be taken in two ways, either by swinging the punt or by stopping-up.

Swinging a punt.—When a punter is standing in the middle or the after part of an ordinary pleasure punt, which is going pretty fast down-stream, and he holds the pole at right angles to the punt, with the iron end in the water, the head of the punt will swing towards the pole. If the impetus be not sufficient to carry the punt quite round, the turn can be completed by one or two strokes with the iron on the bottom of the river in the usual way. This method is never adopted in a light racing-punt. It would be a great waste of time to attempt to swing a punt which had a length of 34 ft. and a breadth of 16 in.; and although much easier of accomplishment with a punt of 28 ft. by 2 ft. 9 in., swinging is only occasionally practised, and then under special conditions. In a competition where sitters have to be carried, it would clearly be an advantage to swing the punt round the ryepeck, so that the relative positions of the punter and sitters would be unchanged.

Stopping-up.—This may be done in two, or even three, ways. (i.) Let us assume the first half of the course to be down-stream, and the turn from the left bank towards the right. The punter should approach the ryepeck, as in fig. 11,

with his right leg forward and his pole on the left, the side on which most men punt; but for those who punt on the opposite side it is better to change over about twenty or thirty yards before reaching the ryepecks, so as to take the turn this way. The last stroke should be so timed as to send the punt past the ryepeck at a good pace and not allow it to drift by; in the latter case, much valuable time would be lost and the punt would be less likely to keep its proper course. Immedi-

FIG. 11.—APPROACHING THE RYEPECK, RIGHT LEG FORWARD

ately after the last stroke the punter should take his pole out of the water and deliberately, not hurriedly, face half round so as to look up-stream, still keeping himself and the pole on the same side of the punt as before; he must carefully watch the after part of his punt, and the moment the whole of it has passed the ryepeck he should put the iron of the pole quickly down to the bottom of the river, the pole should be much slanted, the top of it pointing up-stream and the iron down

stream. With the left foot firmly planted, the punter should hold on tightly to the pole until the punt is stopped; in the act of stopping (fig. 12) the end nearest the ryepeck should swing over and point up the other side. Continue pulling on the pole and carry the stroke through to get way on the

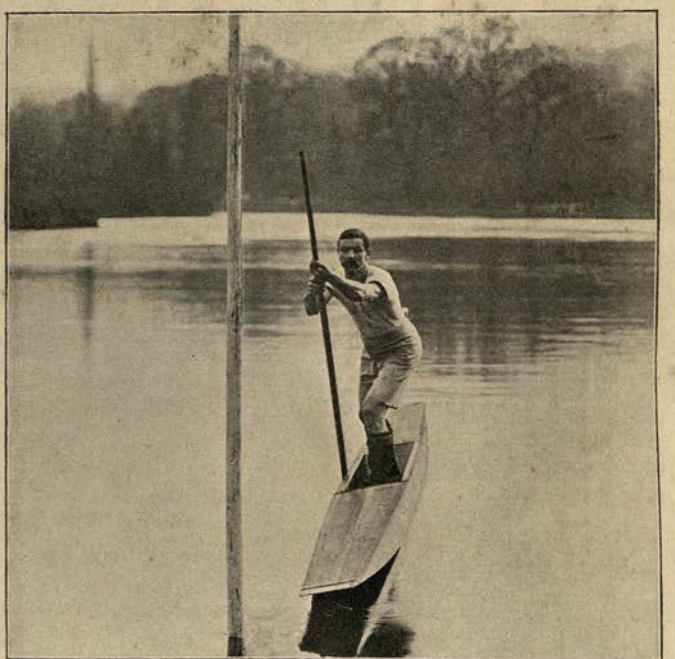


FIG. 12.—STOP-UP NO. I. NO CHANGE OF SIDES

punt, then make one or two more strokes before changing over to the other side of the punt for the homeward journey.

The position at the moment of stopping-up resembles the beginning of the stroke, fig. 2, but the punter should not be so forward on the front leg, and should be well within the point at which he could be forced forward off his balance.

But the nearer he is to the position of the beginning of the stroke when the punt actually stops, the longer stroke will he get in, and the quicker will he get away from the turn. This combination should be borne in mind during practice, with the object of making a creditable turn in the race. But the day before, and during a race, the average punter should not try to make the turn too brilliantly or it may end in complete failure. Let him then not attempt to get this position to perfection, nor to shave the ryepeck too closely. The pole must not be too upright or it will fail to stop the punt, which will then over-run the pole, and cause it to slant in the opposite direction. The angle at which the pole must be put down will vary with the depth of water at the turn. In very shallow water the pole should be put down well behind the punter, but if this were done to the same extent in deep water, the pole might disappear before touching the bottom. The stop-up requires constant practice, not only that the mind and body may act in concert at a trying moment, but also to ensure confidence.

When this turn is done quickly the punt almost seems to rebound like a ball after hitting a wall ; it is stopped and swung over to the other side of the ryepeck at one and the same moment, which can be selected at the discretion of the punter. Some throw the pole down before the whole length of the punt has actually passed the ryepeck, because the pole takes a little while to reach the bottom, and by the time this has happened the punt is just past the ryepeck, and the turn is effected quite close to it. It requires a great deal of practice to do this neatly, and it is just a little risky unless the punt is travelling very fast. It is safer in a race to see the stern of the punt just passing the ryepeck before throwing the pole down. In a race for a challenge cup it happened that one of the punts was travelling rather slower than usual, and the pole was dropped just a little too soon, the consequence being that the punt stopped before it had completely passed the ryepeck, and the turn could not be made until the craft was again

set in motion down-stream. It is scarcely necessary to add that from this point the race was over.

(ii.) The other method of stopping-up is to approach the ryepeck, punting on the same side as before, but taking the punt past it a little further away. At the finish of the last stroke the after-part of the punt should be slightly 'pinched,' or pressed with the pole, in order that it may swing over as it

FIG. 13.—CHANGING SIDES WHILST PASSING RYEPECK FOR STOP-UP NO. 2

passes the ryepeck, and when past point up the other side. Whilst the punt is passing the ryepeck the punter lifts his pole, turns round with his back to the ryepeck, fig. 13, and changes over to the other side of the punt. He is then facing up-stream and in the right position for stopping-up, fig 14. Care must be taken that the pole is thrown down close to the punt so as to hold the latter, otherwise it will swing back again and come up the wrong side of the ryepeck.

(iii.) Another method is adopted by one or two men, but it is exceptional and more difficult than either of the above. The punter approaches the ryepeck left leg forward, with the pole on the right side of the punt. In this case, when the punt is passing the ryepeck, the pole is between the two,

FIG. 14.—STOP-UP NO. 2, AFTER CHANGE OF SIDES

and the stop is made on the same side of the punt. The actual stop is brought about very much in the manner of No. (ii.), but the punter, being already on the right side, it is not necessary to change over as in No. (ii.).

To review the three stops, Nos. (i.) and (iii.) are effected without any change of sides while the punt is passing the rye-

peck. No. (ii.) necessitates a change over during this period, and this change is very likely to make a racing-punt rock and unsteady the punter. In this turn the punt is more likely to hit the ryepeck, and if it should happen just as the punter is changing sides, he may possibly lose his balance and fall overboard; moreover, the ryepeck must be passed more slowly to give time for the change over, which takes longer than just facing round on the same side. It has been asserted that this turn effects a saving of time in the following way: the punter is approaching the ryepeck with his pole on the left of the punt, and after the turn he wishes to come up the course in the same relative position. It is clear, therefore, that at some time he must change over and put the pole on the other side; the punt takes a short time to pass the ryepeck after the last stroke has been made, and if this time be occupied in changing sides the punter is in the desired position for punting up-stream as soon as he has stopped-up. This turn, however, is difficult in a light punt, and unless everything comes off absolutely at the right moment it is apt to be a failure. It can no doubt frequently be brought off in practice, but it is not to be recommended in a race, when anything going wrong with the turn may bring disaster. It has already been stated that at the stop the punt swings away from the side on which the pole is used; should it happen in this turn the consequences would be most serious, and yet if, to prevent the punt swinging, the pole be placed under it at the moment of stopping-up, there is a risk of its being broken or taken out of the hands of the punter by being over-run by the punt. The objections to this turn do not apply with equal force when a heavy punt is used, as the turn is taken much slower and the time consumed in passing the ryepeck can be occupied by changing over. The danger of coming up the wrong side of the ryepeck is not nearly so great, and after the turn on the way home a change of sides is not so quickly done in a wide punt as in the narrow.

No. (iii.) possesses most of the disadvantages of No. (ii.), and

in addition, if the punt passes pretty close to the ryepeck, the punter or his pole is very likely to touch it, which in either case would make him very unsteady. If, on the other hand, the punt is taken wide of the ryepeck, it is less easy to give the swing which in No. (ii.) is effected by pinching. No (i.) method is undoubtedly the best and quickest for a light punt, and has many advantages in a semi-racer. The punt can be taken very

FIG. 15.—PUNTING LEFT LEG FORWARD. MR. COLIN ROMAINE

fast past the ryepeck, as it occupies but a moment to face round and stop up : there is no shifting of the weight of the punter from one side to the other ; and last, but by no means least, the tendency of the punt to swing when stopped-up will in this case bring it in the direction required. Although the swing may be overdone, the turn has been made and the punter can start off up-stream. In this case it is not necessary to press the stern over as it passes the ryepeck, so as partly to make

the turn before stopping-up, and the danger of this swing is that the punt may hit the ryepeck. Even should the punt hit the ryepeck when nearly past it, and the end bound off in the wrong direction, in this turn the accident is easily rectified by stopping-up with the pole a little wide of the punt, when it will swing back again in the proper direction.

If anything further be required in support of No. (i.) turn, it may be mentioned that it is always used by Mr. B. Rixon, the quickness of whose turn is quite characteristic. Mr. Colin Romaine, the winner of the Amateur Championship 1897, takes the same turn; but he punts left leg forward (fig. 15) and changes sides just before reaching the ryepeck, as previously described. This part of punt racing has been gone into somewhat minutely, because it is very important. One often sees a man with a substantial lead muff the turn, and allow his opponent, who stops-up well, to get on even terms. Many a race has been actually won or lost at this point; it is here that the good waterman shows his superiority.

In double-punting races the stop-up is a combination of (i.) and (iii.). As the punters pass the ryepeck they simply face half round and stop-up, one on each side of the punt. The poles should come to the ground at the same moment, which is usually arranged by one man calling to the other. If they can both punt on either side, time is saved at the turn by stopping-up and returning without changing sides. Usually the best man is forward going down stream and at the back coming home. If both or either can only punt one side, it is perhaps better for them to go down on their best sides and change over soon after the turn. To execute this change neatly and quickly requires practice. After the turn, and before the change, two or three strokes should be taken so that the punt may be travelling, not only to save time, but also because it is more steady for the change when moving quickly through the water than when at rest. Some men not only change sides after the turn, but also completely change positions, so that the back man going down shall be the back man

coming home; but this should only be attempted when one is very much superior to the other.

The training for punt racing is much the same as for rowing, except that the practice is done in a punt. A light pleasure-punt may be used with advantage for the early part of the training, but as the more important races take place in best-and-best punts, constant practice is required in this kind of craft. To get accustomed to a light racing-punt it is a good plan to potter about in it, not necessarily on a punting course, but using it more like a pleasure punt in water of varying depth, and under various conditions of stream and bottom of river. At this time the punter should practise the stroke on both sides; also the change from one side to the other. Some weeks before a race consistent work should be done on a punting course, if possible each day, and under the eye of a coach. It is advisable to do a course against the watch occasionally as a test of speed, but it should not be done too frequently; a day or two previous to the race starts should be practised from a moored punt. The daily work should always include a few turns round the ryepeck.

The blue riband of punting for amateurs is the Amateur Punting Championship, competed for annually at the Thames Punting Club meeting, on the Shepperton course. It is open to all amateurs. The winner holds the Club Championship Silver Bowl for one year, and receives the Thames Punting Club Gold Medal, which is given only for this event.

Challenge Cups are also offered for competition at Maidenhead and Sunbury, called respectively the Upper and the Lower Thames Amateur Punting Championship. As neither of them is confined to any particular district, the titles are misleading, and could with advantage be changed to the Maidenhead Challenge Cup and the Sunbury Challenge Cup. It is undesirable to have more than one Amateur Punting Championship, particularly as the Shepperton course is a very good one, equally fair for both competitors, which is by no means the case at Maidenhead and Sunbury.

Walton is an important meeting for punters, where most of the good men compete. It is usually held about a month earlier than the Amateur Championship.

All the above are in best-and-best punts.

Chertsey Challenge Cup is offered for competition in Thames Punting Club regulation punts, open to amateurs who have not won either the Amateur Championship or the so-called Upper and Lower Thames Championships.

Handicapping.—This is done by time, and usually in the form of a start; the inferior punter receives so many seconds start from the scratch man. The punts are started from the same mark; the man receiving the time allowance goes first, and when it has expired the second man is started. In the case of both men in a heat receiving a start from scratch, the first man is started with an allowance equal to the difference between their respective handicaps. In arranging the handicap not only must the relative speed of the men be considered, but also the amount of racing they have done and their capabilities of turning the ryepeck; for it is possible for a novice to lose two or even three lengths at the turn against a very good man.

CHAPTER IV

COURSES

THE ideal course should have an even bottom, with moderately hard gravel, not too hard, for then the iron of the pole will not grip, nor deep soft sand, for in that case the pole will sink in. The best depth of water for a narrow punt is about four feet, as this admits of the use of a light pole ; but in a heavy punt another foot of water makes very little difference. Mud is fatal to good punting ; it affords no resistance to the stroke, holds the pole in the recovery, and thus checks the progress of the punt. Soft clay is almost as bad as mud.

Maidenhead.—In this neighbourhood four courses have been used for punting races. The water is in general rather deep, but on one course shallow places occur at intervals. The Maidenhead Challenge Cup Course is a very tricky one, and distinctly in favour of the inside man, particularly if he knows it well. The race is started just at the top of Mr. Lawson's landing stage, and the best ground lies straight down the river for about 200 yards, until about opposite the end of the camp sheathing ; then it comes in somewhat suddenly towards the shore to shallow water, which continues to the turning ryepecks. Should the man in the outside punt not know the course, and continue straight on when his opponent comes in, he will find himself in very deep water, and before he quite realises the situation the inside man will be leading a couple of lengths. This has occurred more than once in this competition. On the return journey both men can punt on the shallow ledge,

but before the winning-post is reached the punts have to pass over two large deep holes. It is somewhat disconcerting to be punting in 2 ft. 6 in. of water one moment, and in 6 or 7 feet the next. This is not an agreeable sensation towards the end of a race, even in a large punt, but it is most demoralising in a light racing-punt, and is distinctly in favour of the man who knows the course.

The Professional Punting Championship Course starts a little way below the stone bridge, opposite the guard-post. The best line is down the middle of the river all the way to the turning ryepeck. The water is much the same depth from the start to about 200 yards before reaching the ryepeck; then it gets much deeper, and a strong 15-ft. pole, weighing about 7 lbs., is none too long. The turn is in deep water, but on the return journey the depth improves. The punts come up the Berks shore, about three yards from the bank, as it is sticky closer in. Just before reaching the small round island the punts cross over, and pass close by it into the same water from which they started.

There is also another course, which was used for a Thames Punting Club Handicap in May 1896. The start is rather nearer the stone bridge than for the Professional Punting Championship, and the course is down the middle of the river; the turning ryepecks are fixed a quarter of a mile from the start in good ground some distance from the shore. The punts return over practically the same water. A 14-ft. pole can be used, weighing 5½ lbs. to 5¾ lbs.

In 1894, the Thames Punting Club held their regatta in the reach above Boulter's Lock, opposite Clieveden. The start took place just below Formosa Island, and the turn for the Championship was placed three-eighths of a mile down stream. The race could be punted with a 14-ft. racing pole, but there were many pieces of sticky ground in the course which spoiled the racing. It was not safe to start without taking three poles. In one race two were left behind fairly stuck in the bottom of the river, the competitor finishing the course with

SHEPPERTON COURSE : START FOR THE AMATEUR CHAMPIONSHIP, 1895

his third and last. The turn for the half-mile was placed near the Berks shore, and that for the three-quarter-mile on the Bucks side of the bed of rushes, a quantity of which were cleared away so that the turn could be made on good ground and in a convenient depth of water. The three-quarter-mile turn could not be put on the same side of the river as the half-mile, for in that case it would have come just between the Island and the Berks shore, right in the narrow channel used by the steam launches.

Staines Course.—The competitors are started on the Middlesex side of the river, and the best line is to follow that bank until the stone wall is reached, then to make straight for the turning ryepecks ; after the turn the course lies on the Surrey side of the river all the way to the winning post. The ground is good down-stream until near the turn, where the bottom is soft and loose but not sticky ; on the way up, when the bushes are reached, it is good going, and there is a nice depth to the finish. The racing-punt should come up about two yards from the bank, as the ground close in is not good. There is a hole opposite the winning-post, and about five or six yards out, but it is not likely to affect a competitor unless he is much further out than is usual. On a course like this, when the beginning is somewhat deep, but the latter part is shallower and has an even depth to the finish, it is better to start with a good 14-ft. pole, and carry a light short pole for coming home. When one gets to the shallow water the longer pole can be thrown away, and the short one picked up.

Shepperton Course.—The punts are started on the Surrey side, and should take a straight line to the half-mile ryepecks. They should not go into the bay ; nothing would be gained by doing this except, perhaps, when there is a very strong wind blowing off the Surrey shore. Otherwise the outside punt, keeping a straight course, has a slight advantage.

The Championship Course is the same to the half-mile ryepecks ; then it follows the bend of the Surrey shore to the turn. Coming home, the punts keep rather closer in, but otherwise

the line is much the same going out and returning. The water is a nice depth, and can be punted with a light 13-ft. pole, weighing about 4½ lbs. It is a little deeper between the half-mile and three-quarter-mile turns, and a very tall man might require a pole about 6 in. longer. It is good shoving all the way, with an even depth of water.

Sunbury.—Two courses here have been used for punting. Sunbury Regatta is held in the weir stream; the punting course starts opposite the upper end of the Riverside Lawn of Sunbury

FIG. 16.—SHEPPERTON COURSE. TURNING THE HALF-MILE RYEPECKS

Park, and the turning ryepecks are placed a short distance below the rollers of Sunbury Lock. The course curves round with the shore, and the water is exceedingly shallow next the Island; the stream, as would be expected, is very swift. The outside punt has some advantage going down, but nothing compared to that of the inside one coming up. It is very difficult for the outside punt to pass the other in the race home.

There is another course, below the lock, which was used by the Thames Punting Club in 1891 and 1892. It started about 100 yards below Sunbury Lock, and the punts kept in the

middle of the river until the turn, after which they came up on the Middlesex shore. This course is much better adapted for

ABEL BEESLEY

punt racing than the weir stream ; the ground is fairly good all the way, but somewhat sticky in places.

Walton.—The punting course is on the Surrey side of the river, and starts opposite the upper end of the River House lawn; the turning ryepecks are placed in the bend just beyond the first small weir. It is very shallow close to the shore, but the bottom shelves away very quickly to deep water. The best line is about four yards from the bank. The inside punt has the advantage on the way home.

CHAPTER V

PROFESSIONAL AND AMATEUR PUNTERS

THE first name that naturally occurs to one is that of Abel Beesley, the well-known Oxford waterman, who held the title of Professional Punting Champion for fourteen years. His style is faultless and he possesses great strength. He introduced the finish of the stroke, called the 'after shove,' which is described in the section devoted to the punting stroke, and was the first man to adopt the present style in place of the old method of walking or running a punt. In 1877 he defeated E. Andrews in a match for 100*l.* and the championship of England, and was unchallenged between that date and 1886, when the Professional Punting Championship was instituted at Maidenhead. He won this event six times in succession, and on his retirement in 1890 was presented with a testimonial. He has not since competed in any race, but is to be seen at Maidenhead during the summer months, where he has trained a large number of amateurs for punt racing.

W. Haines won the Professional Punting Championship in 1891, in 1894, and again in 1897, not competing in the intermediate years. His time is chiefly devoted to rowing, but he takes punting engagements in the intervals, and is a very good trainer. One does not often meet with a man so good at both rowing and punting as W. Haines.

W. Haines and Abel Beesley stand out by themselves amongst the professionals, both as regards style and strength. George Haines and Frank Haines have both won the Professional Punting Championship. They have first-rate style, and are very good at imparting their knowledge to others. George

Haines trained the winner of the Amateur Championship 1897, and Frank Haines attended on Mr. B. Rixon in 1894, 1895 and 1896.

MR. W. H. GRENFELL

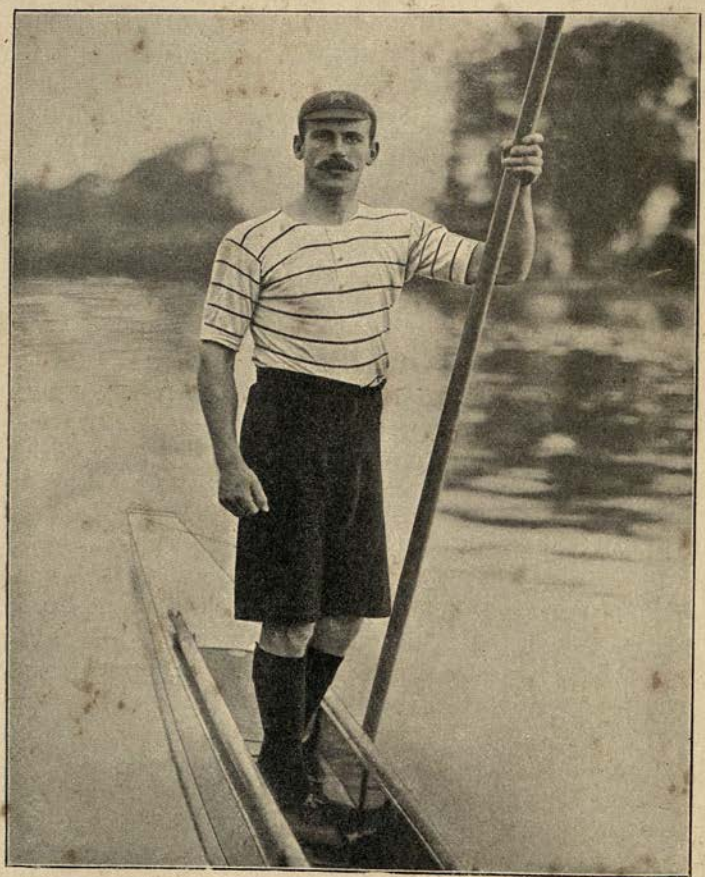
The next two prominent professionals are C. Asplen and Tom Lee, who made such a close race for second place in the Professional Punting Championship 1896. C. Asplen won that event in 1895. This notice would be incomplete if it omitted to mention F. Nicholes, who was an unknown man until 1897, when he took third prize in the Professional Punting Championship. There are many other good punters, but they lack the strength and staying powers of those in the first class.

AMATEURS

The word punting cannot be mentioned without suggesting the name of Mr. W. H. Grenfell, of Taplow Court, who is also so well known in various other branches of sport. He is tall, powerfully built, and punts equally well on either side. His style is the same as that of Abel Beesley, who trained him, and it is understood that there was nothing between them in point of speed. Whilst he held the Championship he found no one to extend him, and won his races easily. Mr. Grenfell retired after winning the Amateur Punting Championship in 1888, 1889 and 1890, but has since continued to take a keen interest in all punting matters. He has been the Chairman of the Thames Punting Club Committee since the reorganisation of the Club in 1890, and his well-known figure is usually seen in the Umpire's boat at the Club Regattas and other important meetings. Every year he presents a gold medal to the winner of the Professional Punting Championship.

Mr. B. Rixon won the Amateur Championship in 1893, 1895 and 1896, sharing with Mr. Grenfell the honour of having been successful in this event three times. He is of medium height, is strongly built and powerful. His watermanship in a light racing-punt, and activity at the turn, are unequalled. He is a self-taught man, with a good style, but one peculiar to himself, and is very fast. He reaches very far forward and carries the stroke well through, but finishes with the hands somewhat lower than Mr. Grenfell.

Many men cease to take an interest in punting when not personally competing, but the assistance of past champions



MR. B. RIXON

does more to encourage beginners and keep up the standard of punt racing than anything else ; and it is to men like

the two just mentioned that much of the popularity of the sport is due. The other winners of Championship honours are Messrs. Cohen, Kilby, Romaine, and Verity. Mr. Cohen was a powerful punter, but suffered from the disadvantage of only being able to punt on one side. Mr. Kilby is a self-taught man, and quite in the first rank, but is sometimes not sufficiently trained to do himself justice. Mr. Romaine, champion at the time of writing (1898), is a powerful punter, and very fast down stream. In his first year he won the Club Juniors with the greatest ease, and since then has competed in most of the first-class races. Until last year he was rather unlucky, but his determination and pluck have now been rewarded; in 1897 he was victorious every time he competed. Mr. H. S. Verity had very good style, and owing to his great height possessed an exceptionally long reach. He was very fast and could get off the mark quickly, putting in the first dozen shoves with wonderful rapidity; he had the advantage of being trained by the best professionals from the first.

The photographs illustrating the various positions were taken by the writer; the courses are by Mr. B. S. Freeman, and the portraits by Messrs. Marsh Bros. of Henley.

APPENDIX

APPENDIX

PALMAM QUI MERUIT FERAT

I

THE UNIVERSITY BOAT RACE

WINNERS

Year	Date	Winner	Course	Time	Won by
				m. s.	
1829	June 10	Oxford	Henley	14 30	Easily
1836	June 17	Cambridge	W to P	36 0	1 min.
1839	April 3	Cambridge	W to P	31 0	1 min. 45 sec.
1840	April 15	Cambridge	W to P	29 30	¾ length
1841	April 14	Cambridge	W to P	32 30	1 min. 4 sec.
1842	June 11	Oxford	W to P	30 45	13 sec.
1845	March 15	Cambridge	P to M	23 30	30 sec.
1846 [1]	April 3	Cambridge	M to P	21 5	2 lengths
1849	March 29	Cambridge	P to M	22 0	Easily
1849	Dec. 15	Oxford	P to M	—	Foul
1852	April 3	Oxford	P to M	21 36	27 sec.
1854	April 8	Oxford	P to M	25 29	11 strokes
1856	March 15	Cambridge	M to P	25 50	½ length
1857 [2]	April 4	Oxford	P to M	22 35	35 sec.
1858	March 27	Cambridge	P to M	21 23	22 sec
1859	April 15	Oxford	P to M	24 40	Cambridge sank
1860	March 31	Cambridge	P to M	26 5	1 length
1861	March 23	Oxford	P to M	23 30	48 sec.
1862	April 12	Oxford	P to M	24 41	30 sec.
1863	March 28	Oxford	M to P	23 6	43 sec.
1864	March 19	Oxford	P to M	21 40	26 sec.
1865	April 8	Oxford	P to M	21 24	4 lengths
1866	March 24	Oxford	P to M	25 35	15 sec.
1867	April 13	Oxford	P to M	22 40	½ length

[1] The first University race rowed in outriggers.
[2] The first University race rowed in keelless boats.

Year	Date	Winner	Course	Time	Won by
				m. s.	
1868	April 4	Oxford	P to M	20 56	6 lengths
1869	March 17	Oxford	P to M	20 5	3 lengths
1870	April 6	Cambridge	P to M	22 4	1¼ length
1871	April 1	Cambridge	P to M	23 5	1 length
1872	March 23	Cambridge	P to M	21 15	2 lengths
1873 [1]	March 29	Cambridge	P to M	19 35	3¼ lengths
1874	March 28	Cambridge	P to M	22 35	3 lengths
1875	March 20	Oxford	P to M	22 2	10 lengths
1876	April 8	Cambridge	P to M	20 20	Won easily
1877 [2]	March 24	Oxford / Cambridge	P to M	24 8	Dead heat
1878	April 13	Oxford	P to M	22 13	10 lengths
1879	April 5	Cambridge	P to M	21 18	3½ lengths
1880	March 22	Oxford	P to M	21 23	3¼ lengths
1881	April 8	Oxford	P to M	21 51	3 lengths
1882	April 1	Oxford	P to M	20 12	7 lengths
1883	March 15	Oxford	P to M	21 18	3½ lengths
1884	April 7	Cambridge	P to M	21 39	2¼ lengths
1885	March 28	Oxford	P to M	21 36	2½ lengths
1886	April 3	Cambridge	P to M	22 29	¾ length
1887 [3]	March 26	Cambridge	P to M	20 52	2½ lengths
1888	March 24	Cambridge	P to M	20 48	7 lengths
1889	March 30	Cambridge	P to M	20 14	2¾ lengths
1890	March 26	Oxford	P to M	22 3	Bare length
1891	March 21	Oxford	P to M	21 48	½ length
1892	April 9	Oxford	P to M	19 10	2¼ lengths
1893	March 22	Oxford	P to M	18 47	1 length 4 feet
1894	March 17	Oxford	P to M	21 39	3½ lengths
1895	March 30	Oxford	P to M	20 50	2¼ lengths
1896	March 28	Oxford	P to M	20 1	⅝ length
1897	April 3	Oxford	P to M	19 12	3 lengths
1898	March 26	Oxford	P to M	22 15	easily

[1] Both crews used sliding seats for the first time.
[2] Bow in the Oxford crew damaged his oar.
[3] No. 7 in the Oxford crew broke his oar.

NAMES AND WEIGHTS OF THE CREWS

1829

Course. Hambleden Lock to Henley Bridge

Date. Wednesday, June 10, at 4.30 P.M.

WINNERS		LOSERS	
OXFORD	st. lb.	CAMBRIDGE	st. lb.
J. Carter, St. John's	— —	A. B. E. Holdsworth, Trinity	10 7
J. E. Arbuthnot, Balliol	— —	A. F. Bayford, Trinity Hall	10 8
J. E. Bates, Christ Church	— —	C. Warren, Trinity	10 10
C. Wordsworth, Christ Church	11 10	C. Merivale, St. John's	11 0
J. J. Toogood, Balliol	14 10	T. Entwisle, Trinity	11 4
T. F. Garnier, Worcester	— —	W. T. Thompson, Jesus	11 10
G. B. Moore, Christ Church	12 4	G. A. Selwyn, St. John's	11 13
T. Staniforth, Christ Church (st.)	12 0	W. Snow, St. John's (st.)	11 4
W. R. Fremantle, Christ Church (cox.)	— —	B. R. Heath, Trinity (cox.)	9 4
		Average	11 1¼

1836

Course. Westminster to Putney

Date. Friday, June 17, at 4.20 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
W. H. Solly, First Trinity	11	0	G. Carter, St. John's	10	0
F. S. Green, Caius	11	2	E. Stevens, Exeter	10	7
E. S. Stanley, Jesus	11	4	W. Baillie, Christ Church	11	7
P. Hartley, Trinity Hall	12	0	T. Harris, Magdalen	12	4
W. M. Jones, Caius	12	0	J. V. Isham, Christ Church	12	0
J. H. Keane, Trinity	12	0	J. Pennefather, Balliol	12	10
A. W. Upcher, Second Trinity	12	0	W. S. Thompson, Jesus	13	0
A. K. B. Granville, Corpus (st.)	11	7	F. L. Moysey, Christ Church (st.)	10	6
T. S. Egan, Caius (cox.)	9	0	E. W. Davies, Jesus (cox.)	10	3
Average	11	8⅝	Average	11	7¾

1839

Course. Westminster to Putney

Date. Wednesday, April 3, at 4.47 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
A. H. Shadwell, St. John's	10	7	S. Lee, Queen's	10	4
W. W. Smyth, Second Trinity	11	0	J. Compton, Merton	11	5
J. Abercrombie, Caius	10	7	S. E. Maberly, Christ Church	11	4
A. Paris, Corpus	—	—	W. J. Garnett, Christ Church	12	10
C. T. Penrose, First Trinity	12	0	R. G. Walls, Brasenose	13	0
W. H. Yatman, Caius	—	—	R. Hobhouse, Balliol	12	0
W. B. Brett, Caius	12	0	P. L. Powys, Balliol	12	0
E. S. Stanley, Jesus (st.)	—	—	C. Bewicke, University (st.)	11	5
T. S. Egan, Caius (cox.)	9	0	W. Ffooks, Exeter (cox.)	10	2
			Average	11	10½

1840

Course. Westminster to Putney

Date. Wednesday, April 15, at 1.30 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
A. H. Shadwell, St. John's	10	7	J. G. Mountain, Merton	11	0
W. Massey, First Trinity	11	0	I. J. J. Pocock, Merton	11	2
S. B. Taylor, First Trinity	11	7	S. E. Maberly, Christ Church	11	4
J. M. Ridley, Jesus	12	8	W. Rogers, Balliol	12	10
G. C. Uppleby, Magdalene	11	12	R. G. Walls, Brasenose	12	7
F. C. Penrose, Magdalene	12	1	E. Royds, Brasenose	12	4
H. Jones, Magdalene	11	9	G. Meynell, Brasenose	11	10
C. M. Vialls, Third Trinity (st.)	11	6	J. J. T. S. Cocks, Brasenose (st.)	11	3
T. S. Egan, Caius (cox.)	9	0	W. B. Garnett, Brasenose (cox.)	9	7
Average	11	8	Average	11	10½

1841

Course. Westminster to Putney

Date. Wednesday, April 14, at 6.10 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
W. R. Croker, Caius	9	12	R. Bethel, Exeter	10	6
Hon. L. W. Denman, Magdalene	10	12	E. V. Richards, Christ Church	11	2
A. M. Ritchie, First Trinity	11	10	J. G. Mountain, Merton	10	9
J. M. Ridley, Jesus	12	7	E. Royds, Brasenose	11	13
R. H. Cobbold, Peterhouse	12	4	H. W. Hodgson, Balliol	11	10
F. C. Penrose, Magdalene	12	0	W. Lea, Brasenose	11	7
Hon. G. Denman, First Trinity	10	7	G. Meynell, Brasenose	11	11
C. M. Vialls, Third Trinity (st.)	11	7	J. J. T. S. Cocks, Brasenose (st.)	11	3
J. M. Croker, Caius (cox.)	10	8	C. B. Woolaston, Exeter (cox.)	9	2
Average	11	5⅝	Average	11	4⅛

1842

Course. Westminster to Putney

Date. Saturday, June 11, at 3.43 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
F. T. M'Dougall, Magdalen Hall	9	8	F. E. Tower, St. John's	10	2
Sir R. Menzies, University	11	3	Hon. L. W. Denman, Magdalene	10	11
E. A. Breedon, Trinity	12	4	W. Watson, Jesus	10	13
W. B. Brewster, St. John's	12	10	F. C. Penrose, Magdalene	11	10
G. D. Bourne, Oriel	13	12	R. H. Cobbold, Peterhouse	12	6
J. C. Cox, Trinity	11	8	J. Royds, Christ's	11	7
G. E. Hughes, Oriel	11	6	Hon. G. Denman, First Trinity	10	9
F. N. Menzies, University (st.)	10	12	J. M. Ridley, Jesus (st.)	12	0
A. T. W. Shadwell, Balliol (cox.)	10	4	A. B. Pollock, First Trinity (cox.)	9	7
Average	11	9⅝	Average	11	3¾

1845

Course. Putney to Mortlake

Date. Saturday, March 15, at 6.1 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
G. Mann, Caius	10	7	M. Haggard, Christ Church	10	3
W. Harkness, St. John's	10	0	W. C. Stapylton, Merton	10	12
W. S. Lockhart, Christ's	11	3	W. H. Milman, Christ Church	11	0
W. P. Cloves, First Trinity	12	0	H. Lewis, Pembroke	11	7
F. M. Arnold, Caius	12	0	W. Buckle, Oriel	13	12
R. Harkness, St. John's	11	0	F. C. Royds, Brasenose	11	5
J. Richardson, First Trinity	12	0	F. M. Wilson, Christ Church	12	3
C. G. Hill, Second Trinity (st.)	10	11	F. E. Tuke, Brasenose (st.)	12	2
H. Munster, First Trinity (cox.)	9	2	F. J. Richards, Merton (cox.)	10	10
Average	11	2⅝	Average	11	9

1846

Course. Mortlake to Putney

Date. Friday, April 3, at 11.10 A.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
G. F. Murdoch, St. John's	10	2	H. S. Polehampton, Pembroke	10	9
G. F. Holroyd, First Trinity	11	1	E. C. Burton, Christ Church	11	0
S. T. Clissold, Third Trinity	12	0	W. U. Heygate, Merton	11	8
W. P. Cloves, First Trinity	12	12	E. H. Penfold, St. John's	11	8
E. Wilder, Magdalene	13	2	J. W. Conant, St. John's	12	4
R. Harkness, St. John's	11	6	F. C. Royds, Brasenose	11	0
E. Wolstenholme, First Trinity	11	1	W. C. Stapylton, Merton	10	12
C. G. Hill, Second Trinity (st.)	11	1	W. H. Milman, Christ Church (st.)	11	0
T. B. Lloyd, St. John's (cox.)	9	8	C. J. Soanes, St. John's (cox.)	9	13
Average	11	8⅜	Average	11	4⅛

1849 (First Race)

Course. Putney to Mortlake

Date. Thursday, March 29, at 5.40 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
H. Proby, Second Trinity	9	13	D. Wauchope, Wadham	10	4
W. J. H. Jones, Second Trinity	10	13	J. W. Chitty, Balliol	11	2
A. De Rutzen, Third Trinity	11	8	H. H. Tremayne, Christ Church	11	5
C. J. Holden, Third Trinity	11	8	E. C. Burton, Christ Church	11	0
W. L. G. Bagshaw, Third Trinity	11	10	C. H. Steward, Oriel	12	0
W. H. Waddington, Second Trinity	11	10	A. Mansfield, Christ Church	11	8
W. C. Hodgson, First Trinity	11	2	E. J. Sykes, Worcester	11	0
J. C. Wray, Second Trinity (st.)	10	12	W. G. Rich, Christ Church (st.)	10	0
G. Booth, First Trinity (cox.)	10	7	C. J. Soanes, St. John's (cox.)	10	8
Average	11	2½	Average	11	0⅝

1849 (Second Race)

Course. Putney to Mortlake

Date. Saturday, December 15, at 2.44 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
J. J. Hornby, Brasenose	11	8	A. Baldry, First Trinity	10	10
W. Houghton, Brasenose	11	2	H. Pellew, Third Trinity	11	0
J. Wodehouse, Exeter	11	7	A. De Rutzen, Third Trinity	11	8
J. W. Chitty, Balliol	11	9	C. J. Holden, Third Trinity	11	11
J. Aitken, Exeter	12	1	W. L. G. Bagshawe, Third Trinity	12	0
C. H. Stewart, Oriel	12	2	H. J Miller, Third Trinity	12	0
E. J. Sykes, Worcester	10	2	W. C. Hodgson, First Trinity	11	3
W. G. Rich, Christ Church (st.)	11	2	J. C. Wray, Clare Hall (st.)	11	0
R. W. Cotton, Christ Church (cox.)	9	0	G. Booth, First Trinity (cox.)	10	12
Average	11	5⅜	Average	11	5⅛

1852

Course. Putney to Mortlake

Date. Saturday, April 3, at 1.45 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
K. Prescott, Brasenose	10	0	E. Macnaghten, First Trinity	11	0
R. Greenall, Brasenose	10	12	H. Brandt, First Trinity	11	5
P. H. Nind, Christ Church	11	2	H. E. Tuckey, St. John's	11	3
R. J. Buller, Balliol	12	4	H. B. Foord, First Trinity	12	6
H. Denne, University	12	8	E. Hawley, Sidney	12	5
W. Houghton, Brasenose	11	8	W. S. Longmore, Sidney	11	4
W. O. M. King, Pembroke	11	11	W. A. Norris, Third Trinity	11	9
J. W. Chitty, Balliol (st.)	11	7	F. W. Johnson, Third Trinity	11	8
R. W. Cotton, Ch. Ch. (cox.)	—	—	C. H. Crosse, Caius (cox.)	9	7
Average	11	6½	Average	11	8½

1854

Course. Putney to Mortlake

Date. Saturday, April 8, at 10.40 A.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
W. F. Short, New College	10	5	R. C. Galton, First Trinity	9	10
A. Hooke, Worcester	11	0	S. Nairne, Emmanuel	10	2
W. Pinckney, Exeter	11	2	J. C. Davis, Third Trinity	11	1
T. H. Blundell, Christ Church	11	8	S. Agnew, First Trinity	10	12
T. A. Hooper, Pembroke	11	5	E. Courage, First Trinity	11	13
P. H. Nind, Christ Church	10	12	H. F. Johnson, Third Trinity	10	13
G. L. Mellish, Pembroke	11	2	H. Blake, Corpus	11	1
W. O. M. King, Pembroke (st.)	11	8	J. Wright, St. John's (st.)	10	2
T. H. Marshall, Exeter (cox.)	10	3	C. T. Smith, Caius (cox.)	9	12
Average	11	1¾	Average	10	10½

1856

Course. Mortlake to Putney

Date. Saturday, March 15, at 10.45 A.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
J. P. Salter, Trinity Hall	9	13	P. Gurdon, University	10	8
F. C. Alderson, Third Trinity	11	3	W. F. Stocken, Exeter	10	1
R. Lewis-Lloyd, Third Trinity	11	12	R. I. Salmon, Exeter	10	10
E. H. Fairrie, Trinity Hall	12	10	A. B. Rocke, Christ Church	12	8½
H. Williams, St. John's	12	8	R. Townsend, Pembroke	12	8
J. M'Cormick, St. John's	13	0	A. P. Lonsdale, Balliol	11	4
H. Snow, St. John's	11	8	G. Bennett, New College	10	10
H. R. M. Jones, Third Trinity (st.)	10	7	J. T. Thorley, Wadham (st.)	9	12
W. Wingfield, First Trinity (cox.)	9	0	F. W. Elers, Trinity (cox.)	9	2
Average	11	9⅜	Average	11	0 11/16

1857

Course. Putney to Mortlake

Date. Saturday, April 4, at 11.10 A.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
R. W. Risley, Exeter	11	3	A. P. Holme, Second Trinity	11	8
P. Gurdon, University	11	0	A. Benn, Emmanuel	11	5
J. Arkell, Pembroke	10	12	W. H. Holley, Trinity Hall	11	8
R. Martin, Corpus	12	1	A. L. Smith, First Trinity	11	2
W. H. Wood, University	11	13	J. J. Serjeantson, First Trinity	12	4
E. Warre, Balliol	12	3	R. Lewis-Lloyd, Magdalene	11	11
A. P. Lonsdale, Balliol	12	0	P. P. Pearson, St. John's	11	4
J. T. Thorley, Wadham (st.)	10	1	H. Snow, St. John's (st.)	11	8
F. W. Elers, Trinity (cox.)	9	2	R. Wharton, Magdalene (cox.)	9	2
Average	11	9½	Average	11	8

1858

Course. Putney to Mortlake

Date. Saturday, March 27, at 1 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
H. H. Lubbock, Caius	11	4	R. W. Risley, Exeter	11	8
A. L. Smith, First Trinity	11	4	J. Arkell, Pembroke	11	3
W. J. Havart, St. John's	11	4	C. G. Lane, Christ Church	11	10
D. Darroch, First Trinity	12	1	H. Austin, Magdalen	12	7
H. Williams, St. John's	12	4	E. Lane, Balliol	11	0
R. Lewis-Lloyd, Magdalene	11	13	W. H. Wood, University	12	0
A. H. Fairbairn, Second Trinity	11	12	E. Warre, Balliol	13	2
J. Hall, Magdalene (st.)	10	7	J. T. Thorley, Wadham (st.)	10	3
R. Wharton, Magdalene (cox.)	9	2	H. S. Walpole, Balliol (cox.)	9	5
Average	11	7⅞	Average	11	10¼

1859

Course. Putney to Mortlake

Date. Friday, April 15, at 11 A.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
H. F. Baxter, Brasenose	10	12	N. Royds, First Trinity	10	6
R. F. Clarke, St. John's	11	13	H. J. Chaytor, Jesus	10	13
C. G. Lane, Christ Church	11	9	A. L. Smith, First Trinity	11	11
Hon. V. Lawless, Balliol	12	3	D. Darroch, First Trinity	12	4
G. Morrison, Balliol	13	1	H. Williams, St. John's	12	6
R. W. Risley, Exeter	11	2	R. Lewis-Lloyd, Magdalene	11	9
G. G. T. Thomas, Balliol	11	4	G. A. Paley, St. John's	11	7
J. Arkell, Pembroke (st.)	10	12	J. Hall, Magdalene (st.)	10	2
A. J. Robarts, Christ Church (cox.)	9	1	J. T. Morland, First Trinity (cox.)	9	0
Average	11	8⅞	Average	11	5½

1860

Course. Putney to Mortlake

Date. Saturday, March 31, at 8.20 A.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
S. Heathcote, First Trinity	10	3	J. N. McQueen, University	11	7
H. J. Chaytor, Jesus	11	4	G. Norsworthy, Magdalen	11	0
D. Ingles, First Trinity	10	13	T. F. Halsey, Christ Church	11	11
J. S. Blake, Corpus	12	9	J. F. Young, Corpus	12	8
M. Coventry, Trinity Hall	12	8	G. Morrison, Balliol	12	13
B. N. Cherry, Clare Hall	12	1	H. F. Baxter, Brasenose	11	7
A. H. Fairbairn, Second Trinity	11	10	C. I. Strong, University	11	2
J. Hall, Magdalene (st.)	10	4	R. W. Risley, Exeter (st.)	11	8
J. T. Morland, First Trinity (cox.)	9	0	A. J. Robarts, Christ Church (cox.)	9	9
Average	11	6½	Average	11	10½

1861

Course. Putney to Mortlake

Date. Saturday, March 23, at 11 A.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
W. Champneys, Brasenose	10	11	G. H. Richards, First Trinity	10	4
E. B. Merriman, Exeter	10	1	H. J. Chaytor, Jesus	11	3
H. E. Medlicott, Wadham	12	4	W. H. Tarleton, St. John's	11	0
W. Robertson, Wadham	11	3	J. S. Blake, Corpus	12	10
G. Morrison, Balliol	12	8	M. Coventry, Trinity Hall	13	3
A. R. Poole, Trinity	12	3	H. H. Collins, Third Trinity	10	11
H. G. Hopkins, Corpus	10	8	R. U. P. Fitzgerald, Trinity Hall	11	2
W. M. Hoare, Exeter (st.)	10	10	J. Hall, Magdalene (st.)	10	6
S. O. B. Ridsdale, Wadham (cox.)	9	0	T. K. Gaskell, Third Trinity (cox.)	8	3
Average	11	4½	Average	11	4⅝

1862

Course. Putney to Mortlake

Date. Saturday, April 12, at 12.8 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
W. B. Woodgate, Brasenose	11	6	P. F. Gorst, St. John's	10	4
O. S. Wynne, Christ Church	11	3	J. G. Chambers, Third Trinity	11	8
W. B. Jacobson, Christ Church	12	4	E. Sanderson, Corpus	10	10
R. E. L. Burton, Christ Church	12	5	W. C. Smyly, First Trinity	11	5
A. Morrison, Balliol	12	8½	R. U. P. Fitzgerald, Trinity Hall	11	3
A. R. Poole, Trinity	12	5	H. H. Collins, Third Trinity	11	2
C. R. Carr, Wadham	11	2½	J. G. Buchanan, First Trinity	10	12
W. M. Hoare, Exeter (st.)	11	1	G. H. Richards, First Trinity (st.)	10	5
F. E. Hopwood, Christ Church (cox.)	7	3	F. H. Archer, Corpus (cox.)	5	2
Average	11	11⅜	Average	10	13⅛

1863

Course. Mortlake to Putney

Date. Saturday, March 28, at 10.25 A.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
R. Shepherd, Brasenose	11	0½	J. C. Hawkshaw, Third Trinity	11	0
F. H. Kelly, University	11	5½	W. C. Smyly, First Trinity	11	4
W. B. Jacobson, Christ Church	12	4	R. H. Morgan, Emmanuel	11	3
W. B. Woodgate, Brasenose	11	11	J. B. Wilson, Pembroke	11	10
A. Morrison, Balliol	12	4	C. H. La Mothe, St. John's	12	3
W. Awdry, Balliol	11	4	R. A. Kinglake, Third Trinity	12	0
C. R. Carr, Wadham	11	3½	J. G. Chambers, Third Trinity	11	6
W. M. Hoare, Exeter (st.)	11	7½	J. Stanning, First Trinity (st.)	10	6
F. E. Hopwood, Christ Church (cox.)	8	4½	F. H. Archer, Corpus (cox.)	5	9½
Average	11	8½	Average	11	5½

1864

Course. Putney to Mortlake

Date. Saturday, March 19, at 11.30 A.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
C. P. Roberts, Trinity	10	9	J. C. Hawkshaw, Third Trinity	11	3
W. Awdry, Balliol	11	4½	E. V. Pigott, Corpus	11	9
F. H. Kelly, University	11	9	H. S. Watson, Pembroke	12	4
J. C. Parson, Trinity	12	9	W. W. Hawkins, St. John's	12	0
W. B. Jacobson, Christ Church	12	3½	R. A. Kinglake, Third Trinity	12	4
A. E. Seymour, University	11	3	G. Borthwick, First Trinity	12	1
M. M. Brown, Trinity	11	3	D. F. Steavenson, Trinity Hall	12	1
D. Pocklington, Brasenose (st.)	11	5	J. R. Selwyn, Third Trinity (st.)	11	0
C. R. W. Tottenham, Christ Church (cox.)	7	3	F. H. Archer, Corpus (cox.)	6	6
Average	11	7½	Average	11	11½

1865

Course. Putney to Mortlake

Date. Saturday, April 8, at 1.3 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
R. T. Raikes, Merton	11	0	H. Watney, St. John's	11	1
H. P. Senhouse, Christ Church	11	1	M. H. L. Beebee, St. John's	10	12
E. F. Henley, Oriel	12	13	E. V. Pigott, Corpus	11	12
G. Coventry, Pembroke	11	12	R. A. Kinglake, Third Trinity	12	8
A. Morrison, Balliol	12	6	D. F. Steavenson, Trinity Hall	12	4
T. Wood, Pembroke	12	2	G. Borthwick, First Trinity	11	13
H. Schneider, Trinity	11	10	W. R. Griffiths, Third Trinity	11	8½
M. M. Brown, Trinity (st.)	11	4	C. B. Lawes, Third Trinity (st.)	11	7
C. R. W. Tottenham, Christ Church (cox.)	7	13	F. H. Archer, Corpus (cox.)	7	3
Average	11	11½	Average	11	9$\frac{13}{14}$

1866

Course. Putney to Mortlake

Date. Saturday, March 24, at 7.48 A.M.

WINNERS		LOSERS	
OXFORD	st. lb.	CAMBRIDGE	st. lb.
R. T. Raikes, Merton	11 0	J. Still, Caius	11 6
F. Crowder, Brasenose	11 11	J. R. Selwyn, Third Trinity	11 6
W. L. Freeman, Merton	12 7	J. U. Bourke, First Trinity	12 3
F. Willan, Exeter	12 2	H. J. Fortescue, Magdalene	12 2½
E. F. Henley, Oriel	13 0	D. F. Steavenson, Trinity Hall	12 5
W. W. Wood, University	12 4	R. A. Kinglake, Third Trinity	12 9
H. P. Senhouse, Christ Church	11 3	H. Watney, St. John's	10 11
M. M. Brown, Trinity (st.)	11 5	W. R. Griffiths, Third Trinity (st.)	11 9
C. R. W. Tottenham, Christ Church (cox.)	7 13	A. Forbes, St. John's (cox.)	8 0
Average	11 12¾	Average	11 11$\frac{1}{10}$

1867

Course. Putney to Mortlake

Date. Saturday, April 13, at 8.58 A.M.

WINNERS		LOSERS	
OXFORD	st. lb.	CAMBRIDGE	st. lb.
W. P. Bowman, University	10 11	W. H. Anderson, First Trinity	11 0
J. H. Fisu, Worcester	12 1	J. M. Collard, St. John's	11 4
E. S. Carter, Worcester	11 8	J. U. Bourke, First Trinity	12 9
W. W. Wood, University	12 8	Hon. J. H. Gordon, First Trinity	12 3
J. C. Tinne, University	13 5	F. E. Cunningham, King's	12 12
F. Crowder, Brasenose	11 12	J. Still, Caius	11 12
F. Willan, Exeter	12 1	H. Watney, St. John's	11 0
R. G. Marsden, Merton (st.)	11 11	W. R. Griffiths, Third Trinity (st.)	12 0
C. R. W. Tottenham, Christ Church (cox.)	8 7	A. Forbes, St. John's (cox.)	8 2
Average	12 0$\frac{1}{8}$	Average	11 12

1868

Course. Putney to Mortlake

Date. Saturday, April 4, at 12 noon

WINNERS		LOSERS	
OXFORD	st. lb.	CAMBRIDGE	st. lb.
W. D. Benson, Balliol	10 13	W. H. Anderson, First Trinity	11 2
A. C. Yarborough, Lincoln	11 8	J. P. Nichols, Third Trinity	11 3
R. S. Ross, Exeter	11 7	J. G. Wood, Emmanuel	12 6
R. G. Marsden, Merton	11 13	W. H. Lowe, Christ's	12 4
J. C. Tinne, University	13 9	H. T. Nadin, Pembroke	12 11
F. Willan, Exeter	12 7	W. F. MacMichael, Downing	12 1$\frac{3}{4}$
E. S. Carter, Worcester	11 8	J. Still, Caius	12 1
S. D. Darbishire, Balliol (st.)	11 3	W. J. Pinckney, First Trinity (st.)	10 10
C. R. W. Tottenham, Christ Church (cox.)	8 7	T. D. Warner, Trinity Hall (cox.)	8 4
Average	11 12	Average	11 11$\frac{13}{16}$

1869

Course. Putney to Mortlake

Date. Wednesday, March 17, at 3.58 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
S. H. Woodhouse, University	10	13½	J. A. Rushton, Emmanuel	11	5
R. Tahourdin, St. John's	11	11	J. H. Ridley, Jesus	11	10
T. S. Baker, Queen's	12	8	J. W. Dale, St. John's	11	12
F. Willan, Exeter	12	2½	F. J. Young, Christ's	12	4
J. C. Tinne, University	13	10½	W. F. MacMichael, Downing	12	4
A. C. Yarborough, Lincoln	11	11	W. H. Anderson, First Trinity	11	4
W. D. Benson, Balliol	11	7	J. Still, Caius	12	1
S. D. Darbishire, Balliol (st.)	11	8½	J. H. D. Goldie, St. John's (st.)	12	1
D. A. Neilson, St. John's (cox.)	7	10½	H. E. Gordon, First Trinity (cox.)	7	8
Average	12	0¼	Average	11	12¼

1870

Course. Putney to Mortlake

Date. Wednesday, April 6, at 5.14 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
E. S. L. Randolph, Third Trinity	10	11½	R. W. B. Mirehouse, University	11	0
J. H. Ridley, Jesus	11	9½	A. G. P. Lewis, University	11	2½
J. W. Dale, St. John's	12	2½	T. S. Baker, Queen's	12	9
E. A. Spencer, Second Trinity	12	4½	J. E. Edwards-Moss, Balliol	13	0
W. H. Lowe, Christ's	12	7½	F. E. H. Payne, St. John's	12	10
E. L. Phelps, Sidney	12	13¾	S. H. Woodhouse, University	11	4
J. F. Strachan, Trinity Hall	11	13	W. D. Benson, Balliol	11	13
J. H. D. Goldie, St. John's (st.)	12	0	S. D. Darbishire, Balliol (st.)	11	11
H. E. Gordon, First Trinity (cox.)	7	12	F. H. Hall, Corpus (cox.)	7	7
Average	11	13 5/16	Average	11	13 1/16

1871

Course. Putney to Mortlake

Date. Saturday, April 1, at 10.8 A.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
J. S. Follett, Third Trinity	11	6½	S. H. Woodhouse, University	11	6½
John B. Close, First Trinity	11	8	E. Giles, Christ Church	11	13½
H. Lomax, First Trinity	12	8	T. S. Baker, Queen's	13	3½
E. A. Spencer, Second Trinity	12	9	E. C. Malan, Worcester	13	1
W. H. Lowe, Christ's	12	10	J. E. Edwards-Moss, Balliol	12	8½
E. L. Phelps, Sidney	12	1	F. E. H. Payne, St. John's	12	9½
E. S. L. Randolph, Third Trinity	11	11½	J. M'C. Bunbury, Brasenose	11	8
J. H. D. Goldie, St. John's (st.)	12	6½	R. Lesley, Pembroke (st.)	11	10½
H. E. Gordon, First Trinity (cox.)	7	13	F. H. Hall, Corpus (cox.)	7	10¾
Average	12	2 9/13	Average	12	4½

1872

Course. Putney to Mortlake

Date. Saturday, March 23, at 1.35 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
James B. Close, First Trinity	11	3	J. A. Ornsby, Lincoln	10	13
C. W. Benson, Third Trinity	11	4	C. C. Knollys, Magdalen	10	12
G. M. Robinson, Christ's	11	12	F. E. H. Payne, St. John's	12	12
E. A. Spencer, Second Trinity	12	8½	A. W. Nicholson, Magdalen	12	2
C. S. Read, First Trinity	12	8	E. C. Malan, Worcester	13	5
John B. Close, First Trinity	11	10	R. S. Mitchison, Pembroke	12	2
E. S. L. Randolph, Third Trinity	11	11½	R. Lesley, Pembroke	11	11
J. H. D. Goldie, St. John's (st.)	12	4½	T. H. A. Houblon, Christ Church (st.)	10	4
H. Roberts, Jesus (cox.)	6	6	F. H. Hall, Corpus (cox.)	7	2
Average	11	12$\frac{10}{14}$	Average	11	11½

1873

Course. Putney to Mortlake

Date. Saturday, March 29, at 2.32 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
James B. Close, First Trinity	11	3	C. C. Knollys, Magdalen	10	11
E. Hoskyns, Jesus	11	2	J. B. Little, Christ Church	10	11
J. E. Peabody, First Trinity	11	7	M. G. Farrer, Brasenose	11	13½
W. C. Lecky-Brown, Jesus	12	1½	A. W. Nicholson, Magdalen	12	5
T. S. Turnbull, Trinity Hall	12	12½	R. S. Mitchison, Pembroke	12	2
C. S. Read, First Trinity	12	13	W. E. Sherwood, Christ Church	11	1
C. W. Benson, Third Trinity	11	5½	J. A. Ornsby, Lincoln	11	3
H. E. Rhodes, Jesus (st.)	11	1½	F. T. Dowding, St. John's (st.)	11	0
C. H. Candy, Caius (cox.)	7	5	G. E. Frewer, St. John's (cox.)	7	10
Average	11	10$\frac{31}{32}$	Average	11	5$\frac{13}{16}$

1874

Course. Putney to Mortlake

Date. Saturday, March 28, at 11.14 A.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
P. J. Hibbert, St. John's	11	1⅓	H. W. Benson, Brasenose	11	0
G. F. Armytage, Jesus	11	8	J. S. Sinclair, Oriel	11	5½
James B. Close, First Trinity	11	0⅓	W. E. Sherwood, Christ Church.	11	8
A. S. Estcourt, Trinity Hall	11	10½	A. R. Harding, Merton	11	1½
W. C. Lecky-Brown, Jesus	12	5	J. Williams, Lincoln	13	0½
J. A. Aylmer, First Trinity	12	11	A. W. Nicholson, Magdalen	12	10
C. S. Read, First Trinity	12	11½	H. J. Stayner, St. John's	11	10½
H. E. Rhodes, Jesus (st.)	11	7	J. P. Way, Brasenose (st.)	10	9
C. H. Candy, Caius (cox.)	7	5	W. F. A. Lambert, Wadham (cox.)	7	2
Average	11	12⅓	Average	11	9⅓

1875

Course. Putney to Mortlake

Date. Saturday, March 20, at 1.13 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
H. M'D. Courtney, Pembroke	10	12	P. J. Hibbert, St. John's	11	2
H. P. Marriott, Brasenose	11	13	W. B. Close, First Trinity	11	10
J. E. Bankes, University	11	11	G. C. Dicker, First Trinity	11	7½
A. M. Mitchison, Pembroke	12	10	W. G. Michell, First Trinity	11	12
H. J. Stayner, St. John's	12	2	E. A. Phillips, Jesus	12	5
J. M. Boustead, University	12	3	J. A. Aylmer, First Trinity	12	10
T. C. Edwards-Moss, Brasenose	12	5	C. W. Benson, Third Trinity	11	6
J. P. Way, Brasenose (st.)	10	12	H. E. Rhodes, Jesus (st.)	11	8
E. C. Hopwood, Christ Church (cox.)	8	3	G. L. Davis, Clare (cox.)	6	10
Average	11	12	Average	11	$11\frac{1}{16}$

1876

Course. Putney to Mortlake

Date. Saturday, April 8, at 2.2 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
P. W. Brancker, Jesus	11	3½	H. M'D. Courtney, Pembroke	11	1¾
T. W. Lewis, Caius	11	8	H. W. Mercer, Corpus	11	0½
W. B. Close, First Trinity	11	8	W. H. Hobart, Exeter	11	11
C. Gurdon, Jesus	12	9¾	A. M. Mitchison, Pembroke	13	0
L. G. Pike, Caius	12	9	J. M. Boustead, University	12	5¾
T. E. Hockin, Jesus	12	8	H. J. Stayner, St. John's	12	2½
H. E. Rhodes, Jesus	11	13	H. P. Marriott, Brasenose	11	9¾
C. D. Shafto, Jesus (st.)	11	9½	T. C. Edwards-Moss, Brasenose (st.)	12	3½
G. L. Davis, Clare (cox.)	6	13	W. D. Craven, Worcester (cox.)	7	6½
Average	11	$13\frac{77}{85}$	Average	11	$13\frac{13}{16}$

1877

Course. Putney to Mortlake

Date. Saturday, March 24, at 8.27 A.M.

DEAD HEAT

CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
B. G. Hoskyns, Jesus	10	11	D. J. Cowles, St. John's	11	3
T. W. Lewis, Caius	11	9	J. M. Boustead, University	12	8
J. C. Fenn, First Trinity	11	7	H. Pelham, Magdalen	12	7
W. B. Close, First Trinity	11	0½	W. H. Grenfell, Balliol	12	8
L. G. Pike, Caius	12	8	H. J. Stayner, St. John's	12	6½
C. Gurdon, Jesus	12	13	A. J. Mulholland, Balliol	12	5¾
T. E. Hockin, Jesus	12	11	T. C. Edwards-Moss, Brasenose	12	0
C. D. Shafto, Jesus (st.)	12	0	H. P. Marriott, Brasenose (st.)	12	0
G. L. Davis, Clare (cox.)	7	2	F. M. Beaumont, New College (cox.)	7	0
Average	11	$13\frac{13}{16}$	Average	12	3

1878

Course. Putney to Mortlake

Date. Saturday, April 13, at 10.15 A.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
W. A. Ellison, University	10	13	Ll. R. Jones, Jesus	10	9
D. J. Cowles, St. John's	11	4¾	I. A. Watson-Taylor, Magdalene	11	9¼
H. B. Southwell, Pembroke	12	8½	T. W. Barker, First Trinity	12	6
W. H. Grenfell, Balliol	12	10½	R. J. Spurrell, Trinity Hall	11	13½
H. Pelham, Magdalen	12	11	L. G. Pike, Caius	12	8¼
G. F. Burgess, Keble	13	3½	C. Gurdon, Jesus	12	10¾
T. C. Edwards-Moss, Brasenose	12	3	T. E. Hockin, Jesus	12	4½
H. P. Marriott, Brasenose (st.)	12	2½	E. H. Prest, Jesus (st.)	10	12¼
F. M. Beaumont, New College (cox.)	7	0½	G. L. Davis, Clare (cox.)	7	5
Average	12	3 1/2	Average	11	12 5/32

1879

Course. Putney to Mortlake

Date. Saturday, April 5, at 12.45 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
E. H. Prest, Jesus	11	2	J. H. T. Wharton, Magdalen	11	4
H. Sandford, St. John's	11	6¾	H. M. Robinson, New College	11	1
A. H. S. Bird, First Trinity	11	8	H. W. Disney, Hertford	12	5½
C. Gurdon, Jesus	13	0½	H. B. Southwell, Pembroke	12	9
T. E. Hockin, Jesus	11	4½	T. Cosby-Burrowes, Trinity	12	9
C. Fairbairn, Jesus	12	7½	G. D. Rowe, University	11	12
T. Routledge, Emmanuel	12	7½	W. H. Hobart, Exeter	11	11
R. D. Davis, First Trinity (st.)	12	4½	H. P. Marriott, Brasenose (st.)	12	3
G. L. Davis, Clare (cox.)	7	5	F. M. Beaumont, New College (cox.)	7	4
Average	12	1¾	Average	11	13 3/16

1880

Course. Putney to Mortlake

Date. Monday, March 22, at 10.40 A.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
R. H. J. Poole, Brasenose	10	6	E. H. Prest, Jesus	10	12
D. E. Brown, Hertford	12	6	H. Sandford, St. John's	11	5½
F. M. Hargreaves, Keble	12	2	W. Barton, St. John's	11	3½
H. B. Southwell, Pembroke	13	0	W. M. Warlow, Queens'	12	0
R. S. Kindersley, Exeter	12	8	C. N. Armytage, Jesus	12	2½
G. D. Rowe, University	12	3	R. D. Davis, First Trinity	12	8½
J. H. T. Wharton, Magdalen	11	10	R. D. Prior, Queens'	11	13
L. R. West, Christ Church (st.)	11	1	W. W. Baillie, Jesus (st.)	11	2½
C. A. W. Hunt, Corpus (cox.)	7	5	B. S. Clarke, St. John's (cox.)	7	0
Average	11	13 3/8	Average	11	7 1/16

1881

Course. Putney to Mortlake

Date. Friday, April 8, at 8.34 A.M.

WINNERS		LOSERS	
OXFORD	st. lb.	CAMBRIDGE	st. lb.
R. H. J. Poole, Brasenose	10 11	R. G. Gridley, Third Trinity	10 7
R. A. Pinckney, Exeter	11 3	H. Sandford, St. John's	11 10½
A. R. Paterson, Trinity	12 7	J. A. Watson-Taylor, Magdalene	12 3½
E. Buck, Hertford	11 11	P. W. Atkin, Jesus	11 13
R. S. Kindersley, Exeter	13 3	E. Lambert, Pembroke	12 5 0
D. E. Brown, Hertford	12 7	A. M. Hutchinson, Jesus	11 13
J. H. T. Wharton, Magdalen	11 10	C. W. Moore, Christ's	11 9
L. R. West, Christ Church (st.)	11 0½	E. C. Brooksbank, Trinity Hall (st.)	11 8
E. H. Lyon, Hertford (cox.)	7 0	H. Woodhouse, Trinity Hall (cox.)	7 2
Average	11 10$\frac{3}{16}$	Average	11 9$\frac{3}{4}$

1882

Course. Putney to Mortlake

Date. Saturday, April 1, at 1.2 P.M.

WINNERS		LOSERS	
OXFORD	st. lb.	CAMBRIDGE	st. lb.
G. C. Bourne, New College	10 13	Ll. R. Jones, Jesus	11 [illegible]
R. S. De Havilland, Corpus	11 1½	A. M. Hutchinson, Jesus	12 1½
G. S. Fort, Hertford	12 3½	J. C. Fellowes, First Trinity	12 7
A. R. Paterson, Trinity	12 12	P. W. Atkin, Jesus	12 11½
R. S. Kindersley, Exeter	13 4½	E. Lambert, Pembroke	11 12
E. Buck, Hertford	12 0	S. Fairbairn, Jesus	13 0
D. E. Brown, Hertford	12 6	C. W. Moore, Christ's	11 7
A. H. Higgins, Magdalen (st.)	9 6½	S. P. Smith, First Trinity (st.)	11 1
E. H. Lyon, Hertford (cox.)	7 12	P. L. Hunt, Cavendish (cox.)	7 5
Average	11 11½	Average	11 12$\frac{5}{8}$

1883

Course. Putney to Mortlake

Date. Thursday, March 15, at 5.39 P.M.

WINNERS		LOSERS	
OXFORD	st. lb.	CAMBRIDGE	st. lb.
G. C. Bourne, New College	10 11½	R. G. Gridley, Third Trinity	10 7
R. S. De Havilland, Corpus	11 4	F. W. Fox, First Trinity	12 2
G. S. Fort, Hertford	12 0	C. W. Moore, Christ's	11 13
E. L. Puxley, Brasenose	12 6½	P. W. Atkin, Jesus	12 1
D. H. M'Lean, New College	13 2½	F. E. Churchill, Third Trinity	13 4
A. R. Paterson, New Inn Hall	13 1	S. Swann, Trinity Hall	12 12
G. Q. Roberts, Hertford	11 1	S. Fairbairn, Jesus	13 4
L. R. West, New Inn Hall (st.)	11 0	F. C. Meyrick, Trinity Hall (st.)	11 7
E. H. Lyon, Hertford (cox.)	8 1	P. L. Hunt, Cavendish (cox.)	8 1
Average	11 12$\frac{1}{16}$	Average	12 2$\frac{1}{2}$

1884

Course. Putney to Mortlake

Date. Monday, April 7, at 12.54 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
R. G. Gridley, Third Trinity	10	6	A. G. Shortt, Christ Church	11	2
G. H. Eyre, Corpus	11	8½	L. Stock, Exeter	11	0
F. Straker, Jesus	12	2	C. R. Carter, Corpus	12	10
S. Swann, Trinity Hall	13	3	P. W. Taylor, Lincoln	13	1
F. E. Churchill, Third Trinity	13	2½	D. H. M'Lean, New College	12	11½
E. W. Haig, Third Trinity	11	6⅝	A. R. Paterson, Trinity	13	4
C. W. Moore, Christ's	11	12⅜	W. C. Blandy, Exeter	10	13
F. I. Pitman, Third Trinity (st.)	11	11½	W. D. B. Curry, Exeter (st.)	10	4
C. E. T. Biscoe, Jesus (cox.)	8	2	F. J. Humphreys, Brasenose (cox.)	7	6
Average	11	13	Average	11	12$\frac{13}{16}$

1885

Course. Putney to Mortlake

Date. Saturday, March 28, at 12.26 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
W. S. Unwin, Magdalen	10	10½	N. P. Symonds, St. John's	10	8
J. S. Clemons, Corpus	11	9	W. K. Hardacre, Trinity Hall	10	8
P. W. Taylor, Lincoln	13	6½	W. H. W. Perrott, First Trinity	12	2½
C. R. Carter, Corpus	13	2	S. Swann, Trinity Hall	13	3½
H. McLean, New College	12	12	F. E. Churchill, Third Trinity	13	2½
F. O. Wethered, Christ Church	12	6	E. W. Haig, Third Trinity	11	8
D. H. McLean, New College	13	1½	R. H. Coke, Trinity Hall	12	4
H. Girdlestone, Magdalen (st.)	12	7	F. I. Pitman, Third Trinity (st.)	11	11½
F. J. Humphreys, Brasenose (cox.)	8	2	G. Wilson, Third Trinity (cox.)	7	11
Average	12	6$\frac{13}{16}$	Average	11	13

1886

Course. Putney to Mortlake

Date. Saturday, April 3, at 1.38 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
C. J. Bristowe, Trinity Hall	10	8½	W. S. Unwin, Magdalen	10	11
N. P. Symonds, St. John's	10	10	L. S. R. Bryne, Trinity	11	11½
J. Walmsley, Trinity Hall	12	1	W. St. L. Robertson, Wadham	11	7½
A. D. Flower, Clare	12	8½	C. R. Carter, Corpus	13	0½
S. Fairbairn, Jesus	13	9	H. McLean, New College	12	12
S. D. Muttlebury, Third Trinity	13	3	F. O. Wethered, Christ Church	12	6
C. Barclay, Third Trinity	11	3	D. H. McLean, New College	13	0
F. I. Pitman, Third Trinity (st.)	11	10½	H. Girdlestone, Magdalen (st.)	12	9½
G. H. Baker, Queens' (cox.)	6	9	W. E. Maynard, Exeter (cox.)	7	12
Average	11	13$\frac{11}{16}$	Average	12	3$\frac{23}{32}$

1887

Course. Putney to Mortlake

Date. Saturday, March 26, at 3.5 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
R. McKenna, Trinity Hall	10	7	W. F. C. Holland, Brasenose	10	9
C. T. Barclay, Third Trinity	11	1	G. Nickalls, Magdalen	12	1
P. Landale, Trinity Hall	12	0½	L. G. Williams, Corpus	12	5
J. R. Orford, King's	13	0	H. R. Parker, Brasenose	13	3
S. Fairbairn, Jesus	13	5½	H. McLean, New College	12	8½
S. D. Muttlebury, Third Trinity	13	6½	F. O. Wethered, Christ Church	12	5
C. Barclay, Third Trinity	11	8	D. H. McLean, New College	12	9
C. J. Bristowe, Trinity Hall (st.)	10	7½	A. F. Titherington, Queen's (st.)	12	2
G. H. Baker, Queens' (cox.)	7	1	H. F. Clarke, Exeter (cox.)	7	9
Average	11	13½	Average	12	3$\frac{9}{16}$

1888

Course. Putney to Mortlake

Date. Saturday, March 24, at 10.56 A.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb
R. H. Symonds-Tayler, Trinity Hall	10	7	W. F. C. Holland, Brasenose	11	0
L. Hannen, Trinity Hall	11	3	A. P. Parker, Magdalen	11	11
R. H. P. Orde, First Trinity	11	7	M. E. Bradford, Christ Church	11	9
C. B. P. Bell, Trinity Hall	12	13½	S. R. Fothergill, New College	12	10
S. D. Muttlebury, Third Trinity	13	7	H. Cross, Hertford	13	0½
P. Landale, Trinity Hall	12	4	H. R. Parker, Brasenose	13	5
F. H. Maugham, Trinity Hall	11	5	G. Nickalls, Magdalen	12	4
J. C. Gardner, Emmanuel (st.)	11	7	L. Frere, Brasenose (st.)	10	0½
J. R. Roxburgh, Trinity Hall (cox.)	8	2	A. H. Stewart, New College (cox.)	7	13½
Average	11	11$\frac{5}{16}$	Average	11	13$\frac{3}{4}$

1889

Course. Putney to Mortlake

Date. Saturday, March 30, at 1.15 P.M.

WINNERS			LOSERS		
CAMBRIDGE	st.	lb.	OXFORD	st.	lb.
R. H. Symonds-Tayler, Trinity Hall	10	10½	H. E. L. Puxley, Corpus	11	8½
L. Hannen, Trinity Hall	11	4	R. P. P. Rowe, Magdalen	11	9
R. H. P. Orde, First Trinity	11	10	T. A. Cook, Wadham	12	2
C. B. P. Bell, Trinity Hall	13	1	F. C. Drake, New College	12	12
S. D. Muttlebury, Third Trinity	13	9	Lord Ampthill, New College	12	11
P. Landale, Trinity Hall	12	8	H. R. Parker, Brasenose	13	11
F. H. Maugham, Trinity Hall	11	5½	G. Nickalls, Magdalen	12	5
J. C. Gardner, Emmanuel (st.)	11	10	W. F. C. Holland, Brasenose (st.)	10	12
T. W. Northmore, Queens' (cox.)	7	13	J. P. Heywood-Lonsdale, New College (cox.)	8	2½
Average	12	0¼	Average	12	0$\frac{5}{16}$

1890

Course. Putney to Mortlake

Date. Wednesday, March 26, at 4.44 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
W. F. C. Holland, Brasenose	11	1	G. Elin, Third Trinity	10	9
P. D. Tuckett, Trinity	11	2	J. M. Sladen, Trinity Hall	11	12
H. E. L. Puxley, Corpus	11	7	E. T. Fison, Corpus	12	6½
C. H. St. J. Hornby, New College	12	5	J. F. Rowlatt, Trinity Hall	11	12
Lord Ampthill, New College	13	5	A. S. Duffield, Trinity Hall	12	9
G. Nickalls, Magdalen	12	10	S. D. Muttlebury, Third Trinity	13	9
R. P. P. Rowe, Magdalen	11	10	G. Francklyn, Third Trinity	11	12½
W. A. L. Fletcher, Christ Church (st.)	13	0	J. C. Gardner, Emmanuel (st.)	11	12½
J. P. Heywood-Lonsdale, New College (cox.)	8	0	T. W. Northmore, Queens' (cox.)	7	10½
Average	12	1½	Average	12	1 9/10

1891

Course. Putney to Mortlake

Date. Saturday, March 21, at 11.9 A.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
W. M. Poole, Magdalen	10	7½	J. W. Noble, Caius	11	5½
R. P. P. Rowe, Magdalen	11	11	E. W. Lord, Trinity Hall	10	10½
V. Nickalls, Magdalen	12	9	G. Francklyn, Third Trinity	11	7½
G. Nickalls, Magdalen	12	5	E. T. Fison, Corpus	12	7½
F. Wilkinson, Brasenose	13	8	W. Lansdale, Trinity Hall	12	11
Lord Ampthill, New College	13	5	J. F. Rowlatt, Trinity Hall	11	12
W. A. L. Fletcher, Christ Church	13	2	C. T. Fogg-Elliot, Trinity Hall.	11	4
C. W. Kent, Brasenose (st.)	10	11	G. Elin, Third Trinity (st.).	10	13
J. P. Heywood-Lonsdale, New College (cox.)	8	6	J. V. Braddon, Trinity Hall (cox.)	7	12
Average	12	3 5/10	Average	11	8 9/12

1892

Course. Putney to Mortlake

Date. Saturday, April 9, at 12.19 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
H. B. Cotton, Magdalen	9	12	E. W. Lord, Trinity Hall	10	12
J. A. Ford, Brasenose	11	11	R. G. Neill, Jesus	11	11
W. A. Hewett, University	12	2	G. Francklyn, Third Trinity	12	3
F. E. Robeson, Merton	13	7½	E. T. Fison, Corpus	12	6½
V. Nickalls, Magdalen	13	2	W. Landale, Trinity Hall	13	1
W. A. L. Fletcher, Christ Church	13	8	G. C. Kerr, First Trinity	12	1
R. P. P. Rowe, Magdalen	12	0	C. T. Fogg-Elliot, Trinity Hall	11	8½
C. M. Pitman, New College (st.)	11	12½	G. Elin, Third Trinity (st.)	10	10
J. P. Heywood-Lonsdale, New College (cox.)	8	7	J. V. Braddon, Trinity Hall (cox.)	7	13
Average	12	3 3/8	Average	11	11½

1893

Course. Putney to Mortlake

Date. Wednesday, March 22, at 4.35 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
H. B. Cotton, Magdalen	9	12	G. A. H. Branson, First Trinity	10	9½
J. A. Ford, Brasenose	11	13	R. F. Bayford, Trinity Hall	11	9
J. A. Morrison, New College	12	4½	C. T. Fogg-Elliot, Trinity Hall	11	10½
H. Legge, Trinity	12	13½	E. H. M. Waller, Corpus	12	5½
V. Nickalls, Magdalen	13	4	L. A. E. Ollivant, First Trinity	13	3½
W. A. L. Fletcher, Christ Church	13	8½	G. C. Kerr, First Trinity	12	6
C. M. Pitman, New College	12	0½	R. O. Kerrison, Third Trinity	12	0
M. C. Pilkington, Magdalen (st.)	11	11	T. G. Lewis, Third Trinity (st.)	11	12
L. Portman, University (cox.)	7	7	C. T. Agar, Third Trinity (cox.)	7	5
Average	12	3½	Average	12	0

1894

Course. Putney to Mortlake

Date. Saturday, March 17, at 9.12 A.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
H. B. Cotton, Magdalen	9	13	A. H. Finch, Third Trinity	11	0
M. C. Pilkington, Magdalen	12	4	N. W. Paine, Third Trinity	11	1
W. B. Stewart, Brasenose	13	5	Sir C. Ross, Third Trinity	11	8
J. A. Morrison, New College	12	5	H. M. Bland, Third Trinity	11	5
E. G. Tew, Magdalen	13	7	L. A. E. Ollivant, First Trinity	13	5¾
T. H. E. Stretch, New College	12	4	C. T. Fogg-Elliot, Trinity Hall	11	8
W. E. Crum, New College	12	0	R. O. Kerrison, Third Trinity	11	12
C. M. Pitman, New College (st.)	12	0	T. G. Lewis, Third Trinity (st.)	11	12
L. Portman, University (cox.)	8	7	F. C. Begg, Trinity Hall (cox.)	8	0
Average	12	3	Average	11	13¼½

1895

Course. Putney to Mortlake

Date. Saturday, March 30, at 4.8 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
H. B. Cotton, Magdalen	9	13	T. B. Hope, Trinity Hall	10	11
M. C. Pilkington, Magdalen	12	4	F. C. Stewart, Trinity Hall	12	1½
C. K. Philips, New College	11	12	H. A. Game, First Trinity	12	2
T. H. E. Stretch, New College	12	4	W. S. Aidie, First Trinity	13	2½
W. B. Stewart, Brasenose	13	7½	T. J. G. Duncanson, Emmanuel	13	3
C. D. Burnell, Magdalen	13	0½	R. Y. Bonsey, St. John's	12	4
W. E. Crum, New College	12	2	A. S. Bell, Trinity Hall	11	2
C. M. Pitman, New College (st.)	12	0	D. A. Wauchope, Trinity Hall (st.)	11	8
C. S. Serocold, New College (cox.)	8	1	F. C. Begg, Trinity Hall (cox.)	8	2
Average	12	1¾	Average	12	0¼

1896

Course. Putney to Mortlake

Date. Saturday, March 28, at 1.3 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
J. J. de Knoop, New College	11	1½	T. B. Hope, Trinity Hall	11	1
C. K. Philips, New College	12	5½	H. A. Game, First Trinity	12	4
E. C. Sherwood, Magdalen	12	12	D. Pennington, Caius	12	7
C. D. Burnell, Magdalen	13	10	R. Y. Bonsey, St. John's	12	10
E. R. Balfour, University	13	6	W. A. Bieber, Trinity Hall	12	12
R. Carr, Magdalen	12	8½	T. J. G. Duncanson, Emmanuel	13	12
W. E. Crum, New College	12	3	A. S. Bell, Trinity Hall	11	13
H. G. Gold, Magdalen (st.)	11	5½	W. J. Fernie, Trinity Hall (st.)	11	13
H. R. K. Pechell, Brasenose (cox.)	7	13½	T. R. Paget-Tomlinson, Trinity Hall (cox.)	8	4½
Average	12	6½	Average	12	5½

1897

Course. Putney to Mortlake

Date. Saturday, April 3, at 2.24 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
J. J. de Knoop, New College	11	6	D. E. Campbell Muir, Trinity Hall	11	5
G. O. C. Edwards, New College	12	1	A. S. Bell, Trinity Hall	12	1
C. K. Philips, New College	12	0½	E. J. Taylor, Caius	12	13
C. D. Burnell, Magdalen	13	9	B. H. Howell, Trinity Hall	12	9
E. R. Balfour, University	13	8½	W. A. Bieber, Trinity Hall	13	1
R. Carr, Magdalen	12	11½	D. Pennington, Caius	12	9
W. E. Crum, New College	12	3	W. Dudley Ward, Third Trinity	12	6
H. G. Gold, Magdalen (st.)	11	11	W. J. Fernie, Trinity Hall (st.)	11	13
H. R. K. Pechell, Brasenose (cox.)	8	0½	E. C. Hawkins, Caius (cox.)	8	1
Average	12	6$\frac{5}{16}$	Average	12	5$\frac{3}{8}$

1898

Course. Putney to Mortlake

Date. Saturday, March 28, at 4.22 P.M.

WINNERS			LOSERS		
OXFORD	st.	lb.	CAMBRIDGE	st.	lb.
R. O. Pitman, New College	11	0	W. B. Rennie, Emmanuel	11	7
G. O. Edwards, New College	12	7½	J. F. Beale, First Trinity	12	2¾
C. K. Phillips, New College	12	0½	H. G. Brown, First Trinity	13	11¾
F. W. Warre, Balliol	12	12	S. V. Pearson, Emmanuel	12	9½
C. D. Burnell, Magdalen	14	0	A. W. Swanston, Jesus	12	10
R. Carr, Magdalen	13	1	R. B. Etherington-Smith, First Trinity	12	11½
A. T. Herbert, Balliol	12	10½	C. J. D. Goldie, Third Trinity	12	0
H. G. Gold, Magdalen (st.)	11	10½	A. S. Bell, Trinity Hall (st.)	12	2½
H. R. K. Pechell, Brasenose (cox.)	8	1	E. C. Hawkins, Caius (cox.)	8	4
Average	12	7	Average	12	6$\frac{23}{32}$

II

HENLEY REGATTA

WINNERS OF THE GRAND CHALLENGE CUP

		Time m.	s.
1839	TRINITY COLLEGE, CAMBRIDGE.—W. R. Gough, W. W. Smyth, S. B. T. Taylor, J. G. Lonsdale, C. Penrose, W. C. Strickland, W. A. Cross, W. Massey (stroke), H. D. Barclay (cox.)	8	30
1840	LEANDER CLUB.—E. Shepheard, H. Wood, S. Wallace, J. Layton, T. L. Jenkins, O. Ommanney, C. Pollock, A. Dalgleish (stroke), H. Gibson (cox.) . . .	9	15
1841	CAMBRIDGE SUBSCRIPTION ROOMS, LONDON.—Hon. G. Denman, A. H. Shadwell, W. A. Cross, T. A. Anson, W. H. Yatman, Warren Jones, C. M. Vialls, W. B. Brett (stroke), T. S. Egan (cox.)	—	
1842	CAMBRIDGE SUBSCRIPTION ROOMS, LONDON.—W. H. Yatman, A. H. Shadwell, G. C. Uppleby, J. G. Lonsdale, A. M. Ritchie, W. M. Jones, C. J. Selwyn, J. Beresford (stroke), T. S. Egan (cox.) . . .	8	30
1843	OXFORD UNIVERSITY.—R. Menzies, E. Royds, W. B. Brewster, G. D. Bourne, J. C. Cox, R. Lowndes, G. E. Hughes (stroke), A. T. W. Shadwell (cox.) .	9	0
1844	ETONA CLUB, OXFORD.—W. Chetwynd-Stapylton, W. Spottiswoode, H. Chetwynd-Stapylton, J. Spankie, F. M. Wilson, F. E. Tuke, J. W. Conant, H. Morgan (stroke), A. T. W. Shadwell (cox.)	8	25
1845	CAMBRIDGE UNIVERSITY.—G. Mann, W. Harkness, W. S. Lockhart, W. P. Cloves, F. L. Hopkins, H. J. Potts, F. M. Arnold, C. G. Hill (stroke), H. Munster (cox.)	8	30
1846	THAMES CLUB, LONDON.—F. W. Blake, W. Field, E. G. Peacock, E. Webb, J. S. Robinson, F. Playford, L. D. Strutton, J. R. L. Walmisley (stroke), G. Walmisley (cox.)	8	15

		m.	s.
1847	OXFORD UNIVERSITY.—E. G. Moon, M. Haggard, J. Oldham, F. C. Royds, E. G. C. Griffiths, W. King, G. R. Winter, E. C. Burton (stroke), C. J. Soanes (cox.)	8	0
1848	OXFORD UNIVERSITY.—W. G. Rich, M. Haggard, E. J. Sykes, F. C. Royds, G. R. Winter, A. Mansfield, W. H. Milman, E. C. Burton (stroke), C. J. Soanes (cox.)	9	11
1849	WADHAM COLLEGE, OXFORD.—O. Ogle, J. Semple, A. Sugden, E. Johnson, W. H. Humphrey, J. E. Clarke, H. Hodgson, D. Wauchope (stroke), C. Ranken (cox.)	—	—
1850	OXFORD UNIVERSITY.—H. J. Cheales, W. Houghton, J. J. Hornby, J. Aitken, C. H. Steward, J. W. Chitty, E. J. Sykes, W. G. Rich (stroke), R. W. Cotton (cox.)	—	
1851	OXFORD UNIVERSITY.—W. G. Rich, W. Nixon, J. J. Hornby, W. Houghton, J. Aitken, R. Greenhall, E. J. Sykes, J. W. Chitty (stroke), E. C. Burton (cox.) .	7	45
1852	OXFORD UNIVERSITY.—W. F. Short, H. Blundell, H. S. Polehampton, W. H. Coventry, H. Denne, C. Stephens, H. R. Barker, R. Greenhall (stroke), F. Balguy (cox.)	—	
1853	OXFORD UNIVERSITY.—W. F. Short, P. H. Moore, W. King, R. J. Buller, H. Denne, P. H. Nind, K. Prescot, W. O. Meade-King (stroke), T. H. Marshall (cox.)	—	
1854	TRINITY COLLEGE, CAMBRIDGE.—Hon. G. Pepys, J. S. Wood, R. D. Marshall, E. C. Graham, E. Courage, E. Macnaghten, R. C. Galton, H. R. Mansel Jones (stroke), W. Wingfield (cox.)	8	15
1855	CAMBRIDGE UNIVERSITY.—P. P. Pearson, E. C. Graham, H. W. Schreiber, E. H. Fairrie, H. Williams, H. F. Johnson, H. Blake, H. R. M. Jones (stroke), W. Wingfield (cox.)	8	32
1856	ROYAL CHESTER ROWING CLUB.—P. Maudsley, T. Grindrod, J. Fairrie, E. B. Gibson, E. Dixon, F. French, J. Elsee, J. B. Littledale (stroke), A. Brittain (cox.)	—	
1857	LONDON ROWING CLUB.—J. Ireland, F. Potter, C. Schlotel, J. Nottidge, J. Paine, W. Farrar, A. A. Casamajor, H. H. Playford (stroke), H. Edie (cox.) .	7	50
1858	CAMBRIDGE UNIVERSITY.—G. A. Paley, A. L. Smith, W. J. Havart, D. Darroch, A. H. Fairbairn, R. Lewis Lloyd, N. Royds, J. Hall (stroke), J. T. Morland (cox.)	7	26

		m.	s.
1859	LONDON ROWING CLUB.—G. Dunnage, W. Foster, F. Potter, W. M. Dunnage, W. Farrar, J. Paine, A. A. Casamajor, H. H. Playford (stroke), H. Weston (cox.)	7	45
1860	FIRST TRINITY, CAMBRIDGE.—G. H. Richards, G. Cox, H. S. Wright, D. Ingles, J. Lyle, T. E. Beaumont, S. Heathcote, N. Royds (stroke), J. T. Morland (cox.)	8	55
1861	FIRST TRINITY, CAMBRIDGE.—H. A. Ridgway, T. H. Crampton, H. S. Wright, A. M. Channell, B. P. Gregson, W. C. Smyly, J. G. Buchanan, G. H. Richards (stroke), J. C. Carter (cox.) . . .	8	15
1862	LONDON ROWING CLUB.—H. Hood, W. Stout, G. P. R. Grubb, G. Ryan, C. Boydell, A. Hodgson, F. Fenner, G. R. Cox (stroke), E. Weston (cox.) . . .	8	2
1863	UNIVERSITY COLLEGE, OXFORD.—J. H. E. Smith, A. Brassey, J. E. Parker, J. M. Collyer, R. A. Seymour, A. E. Seymour, F. H. Kelly, J. H. Forster (stroke), W. Glaister (cox.)	7	45
1864	KINGSTON ROWING CLUB.—C. C. Mowbray, G. F. Meynell, A. Wilson, E. A. Thurburn, W. Seymour, W. R. Griffiths, C. A. P. Talbot, G. Cardale (stroke), C. Walton (cox.)	7	40
1865	KINGSTON ROWING CLUB.—C. C. Mowbray, G. F. Meynell, H. B. Middleton, F. Willan, W. Seymour, R. F. Wade, W. B. Woodgate, R. W. Risley (stroke), F. Walton (cox.)	7	26
1866	OXFORD ETONIAN CLUB.—W. P. Bowman, C. S. Newton, H. P. Senhouse, R. G. Marsden, F. Willan, W. W. Wood, A. Brassey, A. H. Hall (stroke), C. R. W. Tottenham (cox.)	8	29
1867	OXFORD ETONIAN CLUB.—M. G. Knight, C. S. Newton, W. P. Bowman, R. G. Marsden, J. C. Tinne, W. W. Wood, F. Willan, A. H. Hall (stroke), C. R. W. Tottenham (cox.)	7	54
1868	LONDON ROWING CLUB.—C. Warren, B. P. Seare, J. G. Walker, W. Cross, A. de L. Long, G. Ryan, S. le B. Smith, F. S. Gulston (stroke), V. Weston (cox.) .	7	23
1869	OXFORD ETONIAN CLUB.—W. Farrer, F. E. Armitstead, R. W. B. Mirehouse, A. G. P. Lewis, F. Willan, A. C. Yarborough, W. D. Benson, S. H. Woodhouse (stroke), E. E. Grubbe (cox.)	7	28
1870	OXFORD ETONIAN CLUB.—W. Farrer, F. E. Armitstead, S. H. Woodhouse, A. G. P. Lewis, J. C. Tinne, A. C. Yarborough, R. W. B. Mirehouse, W. D. Benson (stroke), E. E. Grubbe (cox.)	7	18

		m.	s.
1871	OXFORD ETONIAN CLUB.—F. E. H. Elliot, W. Farrer, M. A. Farrer, J. W. McClintock Bunbury, J. E. Edwards-Moss, A. G. P. Lewis, S. H. Woodhouse, F. E. Armitstead (stroke), E. E. Grubbe (cox.)	8	5
1872	LONDON ROWING CLUB.—S. le B. Smith, C. E. Routh, C. S. Routh, B. P. Seare, R. M. Barton, John B. Close, A. de L. Long, F. S. Gulston (stroke), V. Weston (cox.)	8	37
1873	LONDON ROWING CLUB.—C. E. Routh, C. S. Routh, James B. Close, W. F. Pitchford, R. M. Barton, John B. Close, A. de L. Long, F. S. Gulston (stroke), V. Weston (cox.)	7	58
1874	LONDON ROWING CLUB.—B. Horton, C. S. Routh, C. E. Routh, E. B. Parlour, A. de L. Long, F. L. Playford, S. le B. Smith, F. S. Gulston (stroke), V. Weston (cox.)	7	43
1875	LEANDER CLUB.—P. J. Hibbert, W. Davy, E. A. Phillips, A. W. Nicholson, C. S. Read, H. E. Rhodes, C. W. Benson, J. H. D. Goldie (stroke), E. O. Hopwood (cox.)	7	22
1876	THAMES ROWING CLUB.—R. H. Labat, J. Howell, G. C. Gordon, C. C. Cream, W. L. Slater, J. A. M. Robertson, W. H. Eyre, J. Hastie (stroke), E. A. Safford (cox.)	7	27
1877	LONDON ROWING CLUB.—B. Horton, C. H. Warren, E. Slade, A. Trower, A. de L. Long, F. S. Gulston, S. le B. Smith, F. L. Playford (stroke), W. F. Sheard (cox.)	8	16
1878	THAMES ROWING CLUB.—J. C. Sutherland, J. G. Jones, E. C. Otter, B. J. Angle, G. H. Scales, W. Nottebohm, W. H. Eyre, J. M. Hastie (stroke), E. A. Safford (cox.)	7	42
1879	JESUS COLLEGE, CAMBRIDGE.—L. R. Jones, W. W. Baillie, C. N. Armytage, C. Fairbairn, E. A. Phillips, C. Gurdon, T. E. Hockin, E. H. Prest (stroke), R. Williams (cox.)	8	39
1880	LEANDER CLUB.—R. H. Poole, L. R. West, F. H. Capron, H. Sandford, J. H. T. Wharton, H. B. Southwell, T. C. Edwards-Moss, W. A. Ellison (stroke), G. L. Davis (cox.)	7	3
1881	LONDON ROWING CLUB.—P. Adcock, W. A. D. Evanson, C. G. Ousey, W. W. Hewitt, H. Butler, W. R. Grove, H. H. Playford, F. L. Playford (stroke), W. F. Sheard (cox.)	7	24

		m.	s.
1882	EXETER COLLEGE, OXFORD.—W. C. Blandy, L. Stock, J. A. G. Bengough, A. B. How, H. H. Walrond, R. A. Pinckney, R. S. Kindersley, W. D. B. Curry (stroke), A. B. Roxburgh (cox.)	8	11
1883	LONDON ROWING CLUB.—G. R. B. Earnshaw, C. E. Earnshaw, W. Bergh, A. S. J. Hurrell, C. G. Ousey, W. R. Grove, J. T. Crier, W. W. Hewitt (stroke), W. F. Sheard (cox.)	7	51
1884	LONDON ROWING CLUB.—G. R. B. Earnshaw, C. E. Earnshaw, W. Bergh, J. F. Stilwell, H. J. Hill, A. S. J. Hurrell, J. T. Crier, W. W. Hewitt (stroke), W. F. Sheard (cox.)	7	27
1885	JESUS COLLEGE, CAMBRIDGE.—H. S. Sanford, L. P. Bevan, H. Armitage, E. P. Alexander, J. W. Dickson, A. M. Hutchinson, S. Fairbairn, C. H. Bicknell (stroke), C. E. Tyndale-Biscoe (cox.) . . .	7	22
1886	TRINITY HALL, CAMBRIDGE.—R. M'Kenna, L. Hannen, W. A. D. Bell, P. Landale, J. Walmsley, S. Swann, A. R. Sladen, C. J. Bristowe (stroke), A. G. Salvin (cox.)	6	53
1887	TRINITY HALL, CAMBRIDGE.—A. R. Sladen, L. Hannen, A. Bousfield, C. B. P. Bell, J. Walmsley, S. Swann, P. Landale, C. J. Bristowe (stroke), J. R. Roxburgh (cox.)	6	56
1888	THAMES ROWING CLUB.—B. W. Looker, J. W. Fogg-Elliot, P. S. G. Propert, A. S. Falconer, W. Broughton, A. M. Hutchinson, F. E. C. Clark, J. A. Drake-Smith (stroke), E. A. Safford (cox.)	7	1
1889	THAMES ROWING CLUB.—B. W. Looker, B. E. Cole, P. S. G. Propert, A. S. Falconer, W. Broughton, A. M. Hutchinson, F. E. C. Clark, J. A. Drake-Smith (stroke), E. A. Safford (cox.)	7	4
1890	LONDON ROWING CLUB.—M. W. Mossop, H. W. Reeves, T. E. Coulson, J. Baker, A. G. Aldous, R. S. Farren, R. S. Bradshaw, G. B. James (stroke), W. F. Sheard (cox.)	7	4½
1891	LEANDER CLUB.—W. F. C. Holland, J. A. Ford, V. Nickalls, Lord Ampthill, Guy Nickalls, W. A. L. Fletcher, R. P. P. Rowe, C. W. Kent (stroke), L. S. Williams (cox.)	6	51
1892	LEANDER CLUB.—H. B. Cotton, J. A. Ford, W. A. Hewett, C. M. Pitman, Guy Nickalls, W. A. L. Fletcher, R. P. P. Rowe, C. W. Kent (stroke), J. P. Heywood-Lonsdale (cox.)	7	48½

		m.	s.
1893	LEANDER CLUB.—W. F. C. Holland, T. G. Lewis, C. T. Fogg-Elliot, J. A. Ford, W. B. Stewart, W. A. L. Fletcher, R. O. Kerrison, C. W. Kent (stroke), L. S. Williams (cox.)	7	45
1894	LEANDER CLUB.—H. B. Cotton, J. A. Ford, M. C. Pilkington, C. M. Pitman, W. B. Stewart, J. A. Morrison, W. E. Crum, C. W. Kent (stroke), D. Powell (cox.)	7	27
1895	TRINITY HALL, CAMBRIDGE.—T. B. Hope, J. A. Bott, W. J. Fernie, F. C. Stewart, W. A. Bieber, B. H. Howell, A. S. Bell, D. A. Wauchope (stroke), T. R. Paget-Tomlinson (cox.)	7	30
1896	LEANDER CLUB.—C. W. N. Graham, J. A. Ford, H. Willis, R. Carr, T. H. E. Stretch, Guy Nickalls, W. F. C. Holland, H. G. Gold (stroke), H. R. K. Pechell (cox.)	7	43
1897	NEW COLLEGE, OXFORD.—J. J. de Knoop, G. O. C. Edwards, R. O. Pitman, A. O. Dowson, C. K. Philips, H. Thorpe, W. E. Crum, A. Whitworth (stroke), C. P. Serocold (cox.)	6	51

WINNERS OF THE STEWARDS' CHALLENGE CUP

1841	'THE MIDGE,' OXFORD CLUB, LONDON.—D. Stuart, J. J. Rogers, P. L. Powys, S. E. Maberley (stroke), Mackintosh (cox.)	—	
1842	'THE MIDGE,' OXFORD CLUB, LONDON.—D. Stuart, T. I. Pocock, P. L. Powys, S. E. Maberley (stroke), H. Churchill (cox.)	9	16
1843	ST. GEORGE'S CLUB, LONDON.—G. Jeffreys, J. Hodding, G. Collier, T. B. Bumpstead (stroke), A. Johnson (cox.)	10	15
1844	OXFORD UNIVERSITY BOAT CLUB.—W. Chetwynd-Stapleton, W. J. Dry, F. M. Wilson, F. E. Tuke (stroke), G. B. Lewis (cox.)	9	16
1845	OXFORD UNIVERSITY BOAT CLUB.—W. Chetwynd Stapleton, W. H. Milman, J. W. Conant, F. M. Wilson (stroke), G. B. Lewis (cox.)	—	
1846	OXFORD UNIVERSITY BOAT CLUB.—W. Chetwynd-Stapleton, F. M. Wilson, J. W. Conant, W. H. Milman (stroke), M. Haggard (cox.)	—	
1847	CHRIST CHURCH BOAT CLUB, OXFORD.—A. Milman, M. Haggard, E. C. Burton, W. H. Milman (stroke), H. W. P. Richards (cox.)	—	

		m.	s.
1848	CHRIST CHURCH BOAT CLUB, OXFORD.—A. Milman, M. Haggard, E. C. Burton, W. H. Milman (stroke), R. W. Cotton (cox.)	—	
1849	LEANDER CLUB.—W. Bovill, M. Shearman, T. H. Fellows, E. C. Wolstenholme (stroke), P. Colquhoun (cox.)	—	
1850	OXFORD UNIVERSITY BOAT CLUB.—J. J. Hornby, J. Aitken, C. H. Steward, J. W. Chitty (stroke), W. G. Rich (cox.)	—	
1851	CAMBRIDGE UNIVERSITY BOAT CLUB.—A. S. Page, W. S. Longmore, H. E. Tuckey, F. W. Johnson (stroke), C. H. Crosse (cox.)	8	54
1852	OXFORD UNIVERSITY BOAT CLUB.—R. Greenall, H. R. Barker, P. H. Nind, W. O. Meade-King (stroke), F. Balguy (cox.)	—	
1853	OXFORD UNIVERSITY BOAT CLUB.—K. Prescot, P. H. Nind, W. O. Meade-King, J. W. Chitty (stroke), G. Petch (cox.)	8	57
1854	PEMBROKE COLLEGE, OXFORD.—G. O. Clarke, C. F. Cadiz, T. A. Hooper, H. R. Hayward (stroke), W. Fursdon (cox.)	9	38
1855	ROYAL CHESTER ROWING CLUB.—S. Mawdsley, E. B. Gibson, E. Dixon, J. B. Littledale (stroke), H. Roberts (cox.)	—	
1856	ARGONAUTS BOAT CLUB.—J. Nottidge, A. A. Casamajor, J. Paine, H. H. Playford (stroke), F. Levien (cox.)	—	
1857	LONDON ROWING CLUB.—A. A. Casamajor, J. Nottidge, J. Paine, H. H. Playford (stroke), H. Weston (cox.) .	8	25
1858	LONDON ROWING CLUB.—A. A. Casamajor, W. Farrar, J. Paine, H. H. Playford (stroke), H. Weston (cox.) .	—	
1859	THIRD TRINITY BOAT CLUB, CAMBRIDGE.—R. Beaumont, H. H. Collings, J. P. Ingham, F. W. Holland (stroke), T. K. Gaskell (cox.)	8	25
1860	FIRST TRINITY BOAT CLUB, CAMBRIDGE.—S. Heathcote, G. Cox, D. Ingles, N. Royds (stroke), J. T. Morland (cox.)	9	26
1861	FIRST TRINITY BOAT CLUB, CAMBRIDGE.—H. S. Wright, W. C. Smyly, B. P. Gregson, G. H. Richards (stroke), J. C. Carter (cox.)	9	35
1862	BRASENOSE COLLEGE, OXFORD.—W. C. Harris, R. Shepherd, W. Champneys, W. B. Woodgate (stroke), C. J. Parkin (cox.)	9	40
1863	UNIVERSITY COLLEGE, OXFORD.—J. E. Parker, A. E.		

		m.	s.
	Seymour, F. H. Kelley, J. H. Forster (stroke), W. Glaister (cox.)	8	24
1864	LONDON ROWING CLUB.—J. C. F. May, H. N. Custance, G. Ryan, F. Fenner (stroke), E. Weston (cox.)	8	45
1865	THIRD TRINITY BOAT CLUB, CAMBRIDGE.—J. R. Selwyn, J. G. Chambers, R. A. Kinglake, W. R. Griffiths (stroke), F. Walton (cox.)	8	13
1866	UNIVERSITY COLLEGE, OXFORD.—W. P. Bowman, W. W. Wood, A. Brassey, A. H. Hall (stroke), W. H. Lipscombe (cox.)	9	28
1867	UNIVERSITY COLLEGE, OXFORD.—W. P. Bowman, W. W. Wood, J. C. Tinne, A. H. Hall (stroke), W. H. Lipscombe (cox.)	8	45
1868	LONDON ROWING CLUB.—S. le B. Smith, F. S. Gulston, A. de L. Long, W. Stout (stroke), P. Weston (cox.)	8	22
1869	LONDON ROWING CLUB.—G. Ryan, F. S. Gulston, A. de L. Long, W. Stout (stroke), P. Weston (cox.)	8	34
1870	ETONIAN CLUB, OXFORD.—R. W. B. Mirehouse, A. C. Yarborough, J. C. Tinne, W. D. Benson (stroke), E. E. Grubbe (cox.)	8	5
1871	LONDON ROWING CLUB.—C. E. Routh, G. Ryan, A. de L. Long, F. S. Gulston (stroke), V. Weston (cox.)	9	2
1872	LONDON ROWING CLUB.—S. le B. Smith, John B. Close, A. de L. Long, F. S. Gulston (stroke), V. Weston (cox.)	9	21
1873*	LONDON ROWING CLUB.—James B. Close, F. S. Gulston, A. de L. Long, John B. Close (stroke)	8	25
	* Race rowed in coxswainless boats from this time.		
1874	LONDON ROWING CLUB.—S. le B. Smith, F. L. Playford, A. de L. Long, F. S. Gulston (stroke)	9	0
1875	LONDON ROWING CLUB.—S. le B. Smith, F. L. Playford, A. de L. Long, F. S. Gulston (stroke)	7	56
1876	LONDON ROWING CLUB.—C. H. Warren, F. S. Gulston, S. le B. Smith, F. L. Playford (stroke)	8	32
1877	LONDON ROWING CLUB.—S. le B. Smith, F. S. Gulston, A. de L. Long, F. L. Playford (stroke)	9	7
1878	LONDON ROWING CLUB.—S. le B. Smith, F. S. Gulston, A. Trower, F. L. Playford (stroke)	8	37
1879	JESUS COLLEGE, CAMBRIDGE.—G. M. Edmonds, C. Gurdon, T. E. Hockin, E. H. Prest (stroke)	9	37
1880	THAMES ROWING CLUB.—W. H. Eyre, J. Hastie, D. E. Brown, F. Canton (stroke)	7	58
1881	HERTFORD COLLEGE, OXFORD.—G. Q. Roberts, E. Buck, D. E. Brown, J. Lowndes (stroke)	8	15

		m.	s.
1882	HERTFORD COLLEGE, OXFORD.—G. Q. Roberts, E. Buck, D. E. Brown, J. Lowndes (stroke)	—	
1883	THAMES ROWING CLUB.—H. B. Tween, J. Hastie, H. J. Rust, J. A. Drake-Smith (stroke)	—	
1884	KINGSTON ROWING CLUB.—F. Cobb, H. A. Harvey, H. S. Till, R. H. Cobb (stroke)	—	
1885	TRINITY HALL, CAMBRIDGE.—W. K. Hardacre, S. Swann, R. H. Coke, C. J. Bristowe (stroke) . .	7	53
1886	THAMES ROWING CLUB.—B. W. Looker, A. M. Hutchinson, S. Fairbairn, J. A. Drake-Smith (stroke) . . .	7	39
1887	TRINITY HALL, CAMBRIDGE.—R. McKenna, S. Swann, P. Landale, C. J. Bristowe (stroke)	7	53
1888	TRINITY HALL, CAMBRIDGE.—F. H. Maugham, C. B. P. Bell, P. Landale, L. Hannen, (stroke)	8	25
1889	THAMES ROWING CLUB.—C. W. Hughes, A. M. Hutchinson, F. E. C. Clark, B. W. Looker (stroke) . . .	7	53
1890	BRASENOSE COLLEGE, OXFORD.—W. F. C. Holland, J. A. Ford, F. Wilkinson, C. W. Kent (stroke) . . .	7	37
1891	THAMES ROWING CLUB.—B. W. Looker, P. Landale, F. E. C. Clark, J. C. Gardner (stroke)	7	45
1892	ROYAL CHESTER ROWING CLUB.—S. G. Cox, A. Fairrie, R. E. R. Brocklebank, H. Fairrie (stroke) . . .	8	38
1893	MAGDALEN COLLEGE, OXFORD.—H. B. Cotton, W. M. Poole, V. Nickalls, G. Nickalls (stroke)	7	45
1894	THAMES ROWING CLUB.—G. H. McHenry, W. Broughton, S. D. Muttlebury, J. C. Gardner (stroke) . . .	8	20
1895	LONDON ROWING CLUB.—A. S. Little, H. W. Stout, V. Nickalls, G. Nickalls (stroke)	7	45
1896	LONDON ROWING CLUB.—W. B. Richards, H. W. Stout, V. Nickalls, G. Nickalls (stroke)	8	42
1897	LEANDER CLUB.—C. W. N. Graham, J. A. Ford, H. Willis, G. Nickalls (stroke)	7	30

WINNERS OF THE SILVER GOBLETS

1845	G. Mann, F. M. Arnold (stroke), Caius, Cambridge .	—
1846	M. Haggard, W. H. Milman (stroke), Christ Church, Oxford	—
1847	Falls, Coulthard (stroke), St. George's, London . .	—
1848	M. Haggard, W. H. Milman (stroke), Christ Church, Oxford	—
1849	Peacock, F. Playford (stroke), London	—
1850	J. J. Hornby, J. W. Chitty (stroke), Brasenose College and Balliol, Oxford	—

		m.	s.
1851	Chitty, Aitken (stroke), Balliol and Exeter, Oxford	—	
1852	Barker, Nind (stroke), Christ Church, Oxford	—	
1853	Gordon, Barlee (stroke), Christ's, Cambridge	10	0
1854	Cadogan, Short (stroke), Christ Church and New College, Oxford	9	5
1855	Casamajor, Nottidge (stroke), London	—	
1856	Casamajor, Nottidge (stroke), London	—	
1857	Warre, Lonsdale (stroke), Balliol, Oxford	9	22
1858	H. Playford, Casamajor (stroke), London Rowing Club	—	
1859	Warre, Arkell (stroke), Balliol and Pembroke, Oxford	9	0
1860	Casamajor, Woodbridge (stroke), London Rowing Club	11	5
1861	Champneys, Woodgate (stroke), Brasenose College, Oxford	—	
1862	Champneys, Woodgate (stroke), Brasenose College, Oxford	9	45
1863	Shepherd, Woodgate (stroke), Brasenose College, Oxford	—	
1864	Selwyn, Kinglake (stroke), Third Trinity, Cambridge	9	27
1865	May, Fenner (stroke), London Rowing Club	9	7
1866	Corrie, Woodgate (stroke), Kingston Rowing Club	9	23
1867	Corrie, Brown (stroke), Kingston Rowing Club	9	49
1868	Crofts, Woodgate (stroke), Brasenose College	—	
1869	Long, Stout (stroke), London Rowing Club	9	20
1870	Corrie, Hall (stroke), Kingston Rowing Club	—	
1871	Long, Gulston (stroke), London Rowing Club	10	17
1872	Long, Gulston (stroke), London Rowing Club	—	
1873	C. C. Knollys, A. Trower (stroke), Kingston Rowing Club	9	22
1874	Long, Gulston (stroke), London Rowing Club	—	
1875	Chillingworth, Herbert (stroke)	9	3
1876	S. le B. Smith, F. S. Gulston (stroke), London Rowing Club	8	55
1877	W. H. Eyre, J. Hastie (stroke), Thames Rowing Club	—	
1878	T. C. Edwards-Moss, W. A. Ellison (stroke), Oxford	9	14
1879	R. H. Labat, F. S. Gulston (stroke), London Rowing Club	11	16
1880	W. H. Eyre, J. Hastie (stroke), Thames Rowing Club	8	45
1881	W. H. Eyre, J. Hastie (stroke), Thames Rowing Club	—	
1882	D. E. Brown, J. Lowndes (stroke), Hertford, Oxford	—	
1883	G. Q. Roberts, D. E. Brown (stroke), Twickenham Rowing Club	9	22
1884	J. Lowndes, D. E. Brown (stroke), Twickenham Rowing Club	9	1
1885	H. McLean, D. H. McLean (stroke), Oxford Etonians	—	

		m.	s.
1886	F. E. Churchill, S. D. Muttlebury (stroke), Third Trinity, Cambridge	8	40
1887	C. T. Barclay, S. D. Muttlebury (stroke), Third Trinity, Cambridge	8	15
1888	N. P. Symonds, E. Buck (stroke), Cambridge and Oxford University Boat Club	—	
1889	J. C. Gardner, S. D. Muttlebury (stroke), Cambridge University Boat Club	8	25
1890	Lord Ampthill, Guy Nickalls (stroke), Oxford University Boat Club	8	38
1891	Lord Ampthill, Guy Nickalls (stroke), Leander Club	8	36
1892	V. Nickalls, W. A. L. Fletcher (stroke), Oxford University Boat Club	9	7
1893	V. Nickalls, W. A. L. Fletcher (stroke), Oxford University Boat Club	8	44
1894	V. Nickalls, Guy Nickalls (stroke), Formosa Boat Club	9	35
1895	V. Nickalls, Guy Nickalls (stroke), London Rowing Club	9	11
1896	V. Nickalls, Guy Nickalls (stroke), London Rowing Club	9	10
1897	E. R. Balfour, Guy Nickalls (stroke), Leander Club	8	59

WINNERS OF THE DIAMOND SCULLS

1844	T. B. Bumpsted, Scullers' Club, London	10	32
1845	S. Wallace, Leander Club	11	30
1846	E. G. Moon, Magdalen College, Oxford	—	
1847	W. Maule, First Trinity, Cambridge	10	45
1848	W. L. G. Bagshawe, Third Trinity, Cambridge	—	
1849	T. R. Bone, London	—	
1850	T. R. Bone, Meteor Club, London	—	
1851	E. G. Peacock, Thames Club, London	—	
1852	E. Macnaghten, First Trinity, Cambridge	—	
1853	S. Rippingall, Peterhouse, Cambridge	10	2
1854	H. H. Playford, Wandle Club, London	—	
1855	A. A. Casamajor, Argonauts Club, London	9	27
1856	A. A. Casamajor, Argonauts Club, London	—	
1857	A. A. Casamajor, London Rowing Club	—	
1858	A. A. Casamajor, London Rowing Club	—	
1859	E. D. Brickwood, Richmond	10	8
1860	H. H. Playford, London Rowing Club	12	4
1861	A. A. Casamajor, London Rowing Club	10	0
1862	E. D. Brickwood, London Rowing Club	10	40
1863	C. B. Lawes, Third Trinity, Cambridge	9	43
1864	W. B. Woodgate, Brasenose College, Oxford	10	3
1865	E. B. Michell, Magdalen College, Oxford	9	11

		m.	s.
1866	E. B. Michell, Magdalen College, Oxford	9	55
1867	W. C. Crofts, Brasenose College, Oxford	10	2
1868	W. Stout, London Rowing Club	9	6
1869	W. C. Crofts, Brasenose College, Oxford	9	56
1870	John B. Close, First Trinity, Cambridge	9	43
1871	W. Fawcus, Tynemouth Rowing Club	10	9
1872	C. C. Knollys, Magdalen College, Oxford	10	48
1873	A. C. Dicker, St. John's College, Cambridge	9	45
1874	A. C. Dicker, St. John's College, Cambridge	10	50
1875	A. C. Dicker, St. John's College, Cambridge	9	15
1876	F. L. Playford, London Rowing Club	9	28
1877	T. C. Edwards-Moss, Brasenose College, Oxford	10	20
1878	T. C. Edwards-Moss, Brasenose College, Oxford	9	37
1879	J. Lowndes, Hertford College, Oxford	12	33
1880	J. Lowndes, Derby	9	10
1881	J. Lowndes, Derby	9	28
1882	J. Lowndes, Derby	11	43
1883	J. Lowndes, Thames Rowing Club	10	2
1884	W. S. Unwin, Magdalen College, Oxford	9	44
1885	W. S. Unwin, Magdalen College, Oxford	9	22
1886	F. I. Pitman, Third Trinity Boat Club, Cambridge	9	5
1887	J. C. Gardner, Emmanuel College, Cambridge	8	51
1888	Guy Nickalls, Magdalen College, Oxford	8	36
1889	Guy Nickalls, Magdalen College, Oxford	8	56
1890	Guy Nickalls, Magdalen College, Oxford	8	57
1891	V. Nickalls, Magdalen College, Oxford	—	
1892	J. J. K. Ooms, Neptunus Rowing Club, Amsterdam	10	9
1893	Guy Nickalls, Magdalen College, Oxford	9	12
1894	Guy Nickalls, Formosa Boat Club	9	32
1895	Hon. R. Guinness, Leander Club	9	11
1896	Hon. R. Guinness, Leander Club	9	35
1897	E. H. Ten Eyck, Worcester, United States of America	8	35

WINNERS OF THE LADIES' CHALLENGE PLATE

		m.	s.
1845	St. George's Club, London	8	25
1846	First Trinity, Cambridge	—	
1847	Brasenose, Oxford	9	0
1848	Christ Church, Oxford	—	
1849	Wadham College, Oxford	—	
1850	Lincoln College, Oxford, rowed over	—	
1851	Brasenose, Oxford	8	10

		m.	s.
1852	Pembroke College, Oxford	—	
1853	First Trinity, Cambridge	8	15
1854	First Trinity, Cambridge	7	55
1855	Balliol College, Oxford	7	58
1856	Royal Chester Rowing Club	—	
1857	Exeter College, Oxford	7	57
1858	Balliol College, Oxford	7	51
1859	First Trinity, Cambridge	7	55
1860	First Trinity, Cambridge, rowed over	—	
1861	First Trinity, Cambridge, rowed over	8	17
1862	University College, Oxford	8	17
1863	University College, Oxford	7	23
1864	Eton College Boat Club	7	56
1865	Third Trinity, Cambridge	7	38
1866	Eton College Boat Club	8	16
1867	Eton College Boat Club	7	56
1868	Eton College Boat Club	7	25
1869	Eton College Boat Club	7	56
1870	Eton College Boat Club	7	47
1871	Pembroke College, Oxford	7	56
1872	Jesus College, Cambridge	8	39
1873	Jesus College, Cambridge	7	54
1874	First Trinity, Cambridge	8	9
1875	Trinity College, Dublin	7	28
1876	Jesus College, Cambridge	7	31
1877	Jesus College, Cambridge	8	22
1878	Jesus College, Cambridge	8	52
1879	Lady Margaret, Cambridge	8	53
1880	Trinity Hall, Cambridge	7	26
1881	First Trinity, Cambridge	7	51
1882	Eton College Boat Club	8	37
1883	Christ Church Oxford	7	50
1884	Eton College Boat Club	7	37
1885	Eton College Boat Club	7	21
1886	Pembroke College, Cambridge	7	17
1887	Trinity Hall, Cambridge	7	10
1888	Lady Margaret Boat Club, Cambridge	7	18
1889	Christ Church, Oxford	7	22
1890	Balliol College, Oxford	7	16
1891	Balliol College, Oxford	7	20
1892	First Trinity, Cambridge	7	43½

		m.	s.
1893	Eton College Boat Club	7	32
1894	Eton College Boat Club	7	36
1895	Eton College Boat Club	7	25
1896	Eton College Boat Club	8	6
1897	Eton College Boat Club	7	1

WINNERS OF THE VISITORS' CHALLENGE CUP

		m.	s.
1847	Christ Church, Oxford	9	0
1848	Christ Church, Oxford	—	
1849	Second Trinity, Cambridge	—	
1850	Christ Church, Oxford	—	
1851	Christ Church, Oxford	9	0
1852	Argonauts Club, London	—	
1853	Argonauts Club, London	—	
1854	St. John's, Cambridge	8	48
1855	St. John's, Cambridge	—	
1856	St. John's, Cambridge	—	
1857	Pembroke College, Oxford	8	40
1858	First Trinity, Cambridge	—	
1859	Third Trinity, Cambridge	—	
1860	First Trinity, Cambridge	—	
1861	First Trinity, Cambridge	8	5
1862	Brasenose College, Oxford	9	40
1863	Brasenose College, Oxford	—	
1864	University College, Oxford	—	
1865	Third Trinity, Cambridge	—	
1866	University College, Oxford	8	49
1867	University College, Oxford, rowed over	—	
1868	University College, Oxford	8	15
1869	University College, Oxford	9	7
1870	Trinity College, Dublin	8	37
1871	First Trinity, Cambridge	9	8
1872	Pembroke College, Oxford	9	28
1873	Trinity College, Dublin	—	
1874	Trinity College, Dublin	8	50
1875	University College, Oxford	8	20
1876	University College, Oxford	8	5
1877	Jesus College, Cambridge	9	7

		m.	s.
1878	Columbia College, United States of America . .	8	42
1879	Lady Margaret Boat Club, Cambridge . .	9	21
1880	Third Trinity, Cambridge .	8	16
1881	First Trinity, Cambridge . .	8	22
1882	Brasenose College, Oxford . .	9	23
1883	Christ Church, Oxford . . .		—
1884	Third Trinity, Cambridge .	8	39
1885	Trinity Hall, Cambridge . .	7	41
1886	First Trinity, Cambridge . .	8	20½
1887	Trinity Hall, Cambridge . .	8	8
1888	Brasenose College, Oxford . .	7	59
1889	Third Trinity, Cambridge .	8	6
1890	Brasenose College, Oxford . .	7	42
1891	Trinity Hall, Cambridge . .	7	45
1892	Third Trinity, Cambridge .	8	23
1893	Third Trinity, Cambridge . .	8	21
1894	New College, Oxford . .		—
1895	Trinity College, Oxford . .	8	17
1896	Caius College, Cambridge .	8	29
1897	Trinity College, Oxford . .	7	35

WINNERS OF THE THAMES CHALLENGE CUP

		m.	s.
1868	Pembroke College, Oxford . .	7	46
1869	Oscillators Boat Club, Surbiton .		—
1870	Oscillators Boat Club, Surbiton .		—
1871	Ino Rowing Club, London . .	8	3
1872	Thames Rowing Club . .	8	42
1873	Thames Rowing Club . .	8	2
1874	Thames Rowing Club . .	8	19
1875	London Rowing Club . .	7	33
1876	West London Rowing Club .	7	37
1877	London Rowing Club . .	8	29
1878	London Rowing Club . .	7	55
1879	Twickenham Rowing Club . .	8	55
1880	London Rowing Club . .	7	43
1881	Twickenham Rowing Club . .	7	50
1882	Royal Chester Rowing Club .		—
1883	London Rowing Club . .	8	5

		m.	s.
1884	Twickenham Rowing Club	7	48
1885	London Rowing Club	7	36
1886	London Rowing Club	7	5½
1887	Trinity Hall, Cambridge	7	20
1888	Lady Margaret College, Cambridge	7	19
1889	Christ Church, Oxford	7	16
1890	Thames Rowing Club	7	21½
1891	Molesey Boat Club	7	18
1892	Jesus College, Cambridge	8	10
1893	Thames Rowing Club	7	49
1894	Trinity College, Oxford	7	58
1895	Nereus Boat Club, Amsterdam	7	29
1896	Emmanuel College, Cambridge	8	7
1897	Kingston Rowing Club	7	9

WINNERS OF THE WYFOLD CHALLENGE CUP

		m.	s.
1855	Royal Chester Rowing Club		—
1856	Argonauts Club, London		—
1857	Pembroke College, Oxford	8	30
1858	First Trinity, Cambridge		—
1859	First Trinity, Cambridge	8	21
1860	London Rowing Club	10	8
1861	Brasenose College, Oxford		—
1862	London Rowing Club	9	20
1863	Kingston Rowing Club	8	50
1864	Kingston Rowing Club		—
1865	Kingston Rowing Club	8	23
1866	Kingston Rowing Club		—
1867	Kingston Rowing Club		—
1868	Kingston Rowing Club	8	32
1869	Oscillators Boat Club, Surbiton	8	58
1870	Thames Rowing Club	8	34
1871	Thames Rowing Club		—
1872	Thames Rowing Club	10	8
1873	Kingstown Harbour Boat Club	8	37
1874	Newcastle Amateur Rowing Club	8	58
1875	Thames Rowing Club	8	10
1876	West London Rowing Club	8	2
1877	Kingston Rowing Club		—
1878	Kingston Rowing Club	8	44

		m.	s.
1879	London Rowing Club . .	9	5
1880	London Rowing Club . .	8	4
1881	Dublin University Rowing Club .	8	8
1882	Jesus College, Cambridge .	8	58
1883	Kingston Rowing Club . .	8	51
1884	Thames Rowing Club . .	8	58
1885	Kingston Rowing Club . .	—	
1886	Thames Rowing Club . .	8	4
1887	Pembroke College, Cambridge .	7	50
1888	Thames Rowing Club . .	7	59
1889	London Rowing Club . .	7	58
1890	Kingston Rowing Club . .	7	46
1891	Royal Chester Rowing Club .	7	50
1892	Molesey Boat Club	8	42
1893	Molesey Boat Club	8	28
1894	Thames Rowing Club . .	8	16
1895.	London Rowing Club . .	8	16
1896	Trinity College, Oxford . .	8	41
1897	Kingston Rowing Club. . .	8	0

III

THE WINGFIELD SCULLS

and

Amateur Championship of the Thames

Course—Putney to Mortlake

N.B.—From 1830 *to* 1848 (*inclusive*) *the course was from Westminster to Putney, and from* 1849 *to* 1860 (*inclusive*) *from Putney to Kew*

Winners

		m.	s.			m.	s.
1830	J. H. Bayford	—		1853	J. Paine	—	
1831	C. Lewis	—		1854	H. H. Playford	—	
1832	A. A. Julius	—		1855	A. A. Casamajor	—	
1833	C. Lewis	—		1856	A. A. Casamajor	—	
1834	A. A. Julius	—		1857	A. A. Casamajor	—	
1835	A. A. Julius	—		1858	A. A. Casamajor	—	
1836	H. Wood	—		1859	A. A. Casamajor	—	
1837	P. Colquhoun	—		1860	A. A. Casamajor	—	
1838	H. Wood	—		1861	E. D. Brickwood	29	0
1839	H. Chapman	—		1862	W. B. Woodgate	27	0
1840	T. L. Jenkins	—		1863	J. E. Parker	25	0
1841	T. L. Jenkins	—		1864	W. B. Woodgate	25	35
1842	H. Chapman	—		1865	C. B. Lawes	27	4
1843	H. Chapman	—		1866	E. B. Michell	27	26
1844	T. B. Bumpsted	—		1867	W. B. Woodgate	—	
1845	H. Chapman	—		1868	W. Stout	26	52
1846	C. Russell	—		1869	A. de L. Long	—	
1847	J. R. L. Walmisley	—		1870	A. de L. Long	—	
1848	J. R. L. Walmisley	—		1871	W. Fawcus	26	13
1849	F. Playford	—		1872	C. C. Knollys	28	30
1850	T. R. Bone	—		1873	A. C. Dicker	24	40
1851	T. R. Bone	—		1874	A. C. Dicker	25	45
1852	E. G. Peacock	—		1875	F. L. Playford	27	8

		m.	s.			m.	s.
1876	F. L. Playford	24	46	1887	G. Nickalls	25	23
1877	F. L. Playford	24	41	1888	G. Nickalls	23	36
1878	F. L. Playford	25	14	1889	G. Nickalls	—	
1879	F. L. Playford	24	50	1890	J. C. Gardner	26	20
1880	A. Payne	24	2	1891	G. Nickalls	—	
1881	J. Lowndes	25	13	1892	V. Nickalls	23	40
1882	A. Payne	27	40	1893	G. E. B. Kennedy	24	56
1883	J. Lowndes	—		1894	V. Nickalls	23	30
1884	W. S. Unwin	24	12	1895	V. Nickalls	25	6
1885	W. S. Unwin	25	2	1896	Hon. R. Guinness.	24	10
1886	F. I. Pitman	24	12	1897	H. T. Blackstaffe	23	58

IV

OXFORD UNIVERSITY BOAT CLUB

The Eights

'Head of the River'

1836	Christ Church	1857	Exeter	1878	University
1837	Queen's	1858	Exeter	1879	Balliol
1838	Exeter	1859	Balliol	1880	Magdalen
1839	Brasenose	1860	Balliol	1881	Hertford
1840	Brasenose	1861	Trinity	1882	Exeter
1841	University	1862	Trinity	1883	Exeter
1842	Oriel	1863	Trinity	1884	Exeter
1843	University	1864	Trinity	1885	Corpus
1844	Christ Church	1865	Brasenose	1886	Magdalen
1845	Brasenose	1866	Brasenose	1887	New College
1846	Brasenose	1867	Brasenose	1888	Magdalen
1847	Christ Church	1868	Corpus	1889	Brasenose
1848	Christ Church	1869	University	1890	Brasenose
1849	Christ Church	1870	University	1891	Brasenose
1850	Wadham	1871	University	1892	Magdalen
1851	Balliol	1872	Pembroke	1893	Magdalen
1852	Brasenose	1873	Balliol	1894	Magdalen
1853	Brasenose	1874	University	1895	Magdalen
1854	Brasenose	1875	University	1896	New College
1855	Balliol	1876	Brasenose	1897	New College
1856	Wadham	1877	University		

Winners of the Fours

1840	Brasenose	1847	Christ Church	1854	Exeter
1841	University	1848	Oriel	1855	Exeter
1842	University	1849	Brasenose	1856	Balliol
1843	Oriel	1850	Brasenose	1857	Pembroke
1844	University	1851	Christ Church	1858	Balliol
1845	Christ Church	1852	Trinity	1859	University
1846	Christ Church	1853	Trinity	1860	Brasenose

1861	Trinity	1874	Brasenose	1886	Magdalen
1862	University	1875	University	1887	Brasenose
1863	Trinity	1876	Brasenose	1888	New College
1864	University	1877	Brasenose	1889	Magdalen
1865	University	1878	Magdalen	1890	New College
1866	University	1879	Hertford	1891	Christ Church
1867	University	1880	Magdalen	1892	Christ Church
1868	University	1881	Hertford	1893	Magdalen
1869	Balliol	1882	Hertford	1894	New College
1870	Balliol	1883	Corpus	1895	New College
1871	Christ Church	1884	Magdalen	1896	New College
1872	Balliol	1885	Magdalen	1897	New College
1873	University				

Winners of the Pairs

1839 R. Menzies, F. N. Menzies, R. S. Fox (cox.), University
1840 O. B. Barttelot, Corpus; E. Royds, Brasenose; T. Evett (cox.), Corpus
1841 H. E. C. Stapylton, W. Bolland, J. H. Griffiths (cox.), University
1842 W. Wilberforce, G. E. Hughes, G. B. Lewis (cox.), Oriel
1843 M. Haggard, W. H. Milman, T. J. Prout (cox.), Christ Church
1844 M. Haggard, W. H. Milman, T. J. Prout (cox.), Christ Church
1845 M. Haggard, W. H. Milman, C. J. Fuller (cox.), Christ Church
1846 A. Milman, E. C. Burton, H. Ingram (cox.), Christ Church
1847 W. G. Rich, A. Milman, Christ Church
1848 T. H. Michel, C. H. Steward, Oriel
1849 E. M. Clissold, Exeter; J. W. Chitty, Balliol
1850 J. C. Bengough, Oriel; J. W. Chitty, Balliol
1851 R. Greenall, K. Prescot, Brasenose
1852 W. F. Short, New College; W. L. Rogers, Balliol
1853 C. Cadogan, Christ Church; W. F. Short, New College
1854 C. Cadogan, Christ Church; W. F. Short, New College
1855 A. P. Lonsdale, E. Warre, Balliol
1856 E. Warre, A. P. Lonsdale, Balliol
1857 P. W. Phipps, J. Arkell, Pembroke
1858 T. B. Shaw-Hellier, Brasenose; F. Halcomb, Wadham
1859 B. de B. Russell, R. F. Clarke, St. John's
1860 W. B. Woodgate, H. F. Baxter, Brasenose
1861 W. Champneys, W. B. Woodgate, Brasenose
1862 R. Shepherd, W. B. Woodgate, Brasenose
1863 C. P. Roberts, M. M. Brown, Trinity
1864 C. P. Roberts, M. M. Brown, Trinity
1865 R. T. Raikes, Merton; M. M. Brown, Trinity

1866 G. H. Swinney, G. H. Morrell, Merton
1867 W. C. Crofts, F. Crowder, Brasenose
1868 A. V. Jones, Exeter; W. C. Crofts, Brasenose
1869 F. Pownall, A. V. Jones, Exeter
1870 J. Mair St. Alb, C. J. Vesey, St. John's
1871 J. W. M'C. Bunbury, Brasenose; A. G. P. Lewis, University
1872 H. J. Preston, A. S. Daniel, University
1873 W. Farrer, Balliol; M. Farrer, Brasenose
1874 M. Farrer, H. Benson, Brasenose
1875 H. J. Preston, University; T. C. Edwards-Moss, Brasenose
1876 H. P. Marriott, T. C. Edwards-Moss, Brasenose
1877 D. J. Cowles, W. L. Giles, St. John's
1878 T. C. Edwards-Moss, Brasenose; W. A. Ellison, University
1879 C. R. L. Fletcher, F. P. Bulley, Magdalen
1880 E. Staniland, Magdalen; L. R. West, Christ Church
1881 C. Lowry, R. S. de Havilland, Corpus
1882 G. C. Bourne, New College; C. H. Sharpe, Hertford
1883 A. G. Shortt, A. B. Shaw, Christ Church
1884 W. S. Unwin, Magdalen; J. Reade, Brasenose
1885 H. McLean, D. H. McLean, New College
1886 H. McLean, D. H. Maclean, New College
1887 F. W. Douglass, M. E. Bradford, Christ Church
1888 W. F. D. Smith, New College; G. Nickalls, Magdalen
1889 Lord Ampthill, New College; G. Nickalls, Magdalen
1890 Lord Ampthill, New College; G. Nickalls, Magdalen
1891 H. B. Cotton, V. Nickalls, Magdalen
1892 V. Nickalls, Magdalen; W. A. L. Fletcher, Christ Church
1893 H. L. Puxley, Queen's; V. Nickalls, Magdalen
1894 W. E. Crum, C. M. Pitman, New College
1895 W. E. Crum, C. M. Pitman, New College
1896 W. E. Crum, C. K. Philips, New College
1897 H. G. Gold, R. Carr, Magdalen

Winners of the Sculls

1841 T. T. Pocock, Merton
1842 H. Morgan, Christ Church
1843 Sir F. E. Scott, Christ Church
1844 Sir F. E. Scott, Christ Church
1845 J. W. Conant, St. John's
1846 E. G. Moon, Magdalen
1847 E. C. Burton, Christ Church
1848 D. Wauchope, Wadham
1849 T. Erskine Clarke, Wadham
1850 T. Erskine Clarke, Wadham
1851 W. Heaven, Trinity
1852 H. M. Irving, Balliol
1853 W. F. Short, New College
1854 W. F. Short, New College
1855 E. Warre, Balliol
1856 E. Warre, Balliol

1857 R. W. Risley, Exeter
1858 R. W. Risley, Exeter
1859 H. F. Baxter, Brasenose
1860 T. R. Finch, Wadham
1861 W. B. Woodgate, Brasenose
1862 W. B. Woodgate, Brasenose
1863 J. E. Parker, University
1864 E. B. Michell, Magdalen
1865 J. Rickaby, Brasenose
1866 W. L. Freeman, Merton
1867 W. C. Crofts, Brasenose
1868 W. C. Crofts, Brasenose
1869 A. C. Yarborough, Lincoln
1870 A. C. Yarborough, Lincoln
1871 J. W. M'C. Bunbury, Brasenose
1872 C. C. Knollys, Magdalen
1873 J. B. Little, Christ Church
1874 A. Michell, Oriel
1875 L. C. Cholmeley, Magdalen
1876 D. J. Cowles, St. John's
1877 T. C. Edwards-Moss, Brasenose
1878 J. Lowndes, Hertford
1879 J. Lowndes, Hertford
1880 H. S. Chesshire, Worcester
1881 H. S. Chesshire, Worcester
1882 G. Q. Roberts, Hertford
1883 A. E. Staniland, Magdalen
1884 W. S. Unwin, Magdalen
1885 W. S. Unwin, Magdalen
1886 F. O. Wethered, Christ Church
1887 G. Nickalls, Magdalen
1888 W. F. C. Holland, Brasenose
1889 W. J. Thompson, Exeter
1890 W. J. Thompson, Exeter
1891 V. Nickalls, Magdalen
1892 C. M. Pitman, New College
1893 A. H. Taylor, St. John's
1894 F. H. Dutton, Hertford
1895 C. K. Philips, New College
1896 C. K. Philips, New College
1897 C. K. Philips, New College

PRESIDENTS OF THE O.U.B.C.

1839 C. Bewick, University
1839 S. E. Maberly, Christ Church
1840 J. J. T. Somers-Cocks, Brasenose
1841 F. N. Menzies, University
1842 G. E. Hughes, Oriel
1843 R. Lowndes, Christ Church
1844 F. E. Tuke, Brasenose
1845 F. M. Wilson, Christ Church
1846 F. C. Royds, Brasenose
1847 E. C. Burton, Christ Church
1848 G. R. Winter, Brasenose
1849 W. G. Rich, Christ Church
1850 W. G. Rich, Christ Church
1851 W. G. Rich, Christ Church
1852 J. W. Chitty, Balliol
1852 (for Henley), R. Greenall, Brasenose
1853 W. O. Meade-King, Pembroke
1854 W. O. Meade-King, Pembroke
1855 W. O. Meade-King, Pembroke
1855 (for Henley), T. H. Marshall, Exeter
1856 W. Pinkney, Exeter
1857 A. P. Lonsdale, Balliol
1858 J. T. Thorley, Wadham
1858 E. Warre, Balliol
1859 J. Arkell, Pembroke
1860 G. Morrison, Balliol
1861 G. Morrison, Balliol
1862 G. Morrison, Balliol
1863 W. M. Hoare, Exeter
1864 C. R. Carr, Wadham

1865 A. Morrison, Balliol
1866 M. M. Brown, Trinity
1867 F. Willan, Exeter
1868 F. Willan, Exeter
1869 J. C. Tinne, University
1870 W. D. Benson, Balliol
1871 W. D. Benson, Balliol
1872 R. Lesley, Pembroke
1873 R. Lesley, Pembroke
1874 A. W. Nicholson, Magdalen
1875 H. J. Stayner, St. John's
1876 H. J. Stayner, St. John's
1877 T. C. Edwards-Moss, Brasenose
1878 T. C. Edwards-Moss, Brasenose
1879 W. H. Grenfell, Balliol
1880 G. D. Rowe, University
1881 R. S. Kindersley, Exeter
1882 A. R. Paterson, Trinity
1883 A. R. Paterson, Trinity
1884 R. S. de Havilland, Corpus
1885 D. H. McLean, New College
1886 D. H. McLean, New College
1887 F. O. Wethered, Christ Church
1887 (Summer and Michaelmas terms), H. McLean, New College
1888 H. R. Parker, Brasenose
1889 W. F. C. Holland, Brasenose
1890 G. Nickalls, Magdalen
1891 Lord Ampthill, New College
1892 R. P. P. Rowe, Magdalen
1893 W. A. L. Fletcher, Christ Church
1894 H. B. Cotton, Magdalen
1895 C. M. Pitman, New College
1895 (Summer term), M. C. Pilkington, Magdalen
1896 W. E. Crum, New College
1897 W. E. Crum, New College
1898 C. K. Philips, New College

V

CAMBRIDGE UNIVERSITY BOAT CLUB

'Head of the River'

1827	Trinity
1828	St. John's
1829	St. John's
1830	Lent, St. John's
	May, Trinity
1831	Lent, St. John's
	May, First Trinity
1832	First Trinity
1833	Lent, First Trinity
	May, Christ's
1834	Lent, First Trinity
	May, Third Trinity
1835	Lent, Third Trinity
	May, Second Trinity
1836	Lent, First Trinity
	May, Corpus
1837	Lady Margaret
1838	Lady Margaret
1839	First Trinity
1840	Caius
1841	Caius
1842	Peterhouse
1843	First Trinity
1844	Caius
1845	First Trinity
1846	First Trinity
1847	First Trinity
1848	Third Trinity
1849	Lent, Third Trinity
	May, Second Trinity
1850	First Trinity
1851	Lent, Lady Margaret
	May, First Trinity
1852	First Trinity
1853	First Trinity
1854	Lent, First Trinity
	May, Lady Margaret
1855	Lady Margaret
1856	Lady Margaret
1857	Lady Margaret
1858	Lent, Lady Margaret
	May, First Trinity
1859	Lent, Trinity Hall
	May, Third Trinity
1860	First Trinity
1861	First Trinity
1862	Trinity Hall
1863	Third Trinity
1864	Trinity Hall
1865	Third Trinity
1866	First Trinity
1867	First Trinity
1868	First Trinity
1869	First Trinity
1870	First Trinity
1871	First Trinity
1872	Lady Margaret
1873	First Trinity
1874	First Trinity
1875	Jesus
1876	Jesus
1877	Jesus

1878	Jesus
1879	Jesus
1880	Jesus
1881	Jesus
1882	Jesus
1883	Jesus
1884	Jesus
1885	Jesus
1886	Trinity Hall
1887	Trinity Hall
1888	Trinity Hall
1889	Third Trinity
1890	Trinity Hall
1891	Trinity Hall
1892	Trinity Hall
1893	Trinity Hall
1894	Trinity Hall
1895	Trinity Hall
1896	Trinity Hall
1897	Trinity Hall

N.B.—Prior to the year 1860 *the head boat in both Lent and May Races held the title of 'Head of the River.'*

WINNERS OF THE FOURS

1849	First Trinity
1850	Lady Margaret
1851	Third Trinity
1852	First Trinity
1853	Lady Margaret
1854	Third Trinity
1855	Trinity Hall
1856	Lady Margaret
1857	Magdalene
1858	Third Trinity
1859	Third Trinity
1860	First Trinity
1861	First Trinity and Trinity Hall rowed a dead heat
1862	Third Trinity
1863	Lady Margaret
1864	Lady Margaret
1865	Third Trinity
1866	First Trinity
1867	Emmanuel
1868	Sidney
1869	Sidney
1870	First Trinity
1871	First Trinity
1872	First Trinity
1873	Jesus
1874	First Trinity and Jesus rowed a dead heat
1875	Jesus
1876	Jesus
1877	Jesus
1878	Lady Margaret
1879	Lady Margaret
1880	Jesus
1881	Jesus
1882	Third Trinity
1883	Third Trinity
1884	Third Trinity
1885	Third Trinity
1886	Trinity Hall
1887	Trinity Hall
1888	Trinity Hall
1889	Third Trinity
1890	Trinity Hall
1891	Trinity Hall
1892	Third Trinity
1893	Third Trinity
1894	Trinity Hall
1895	Caius
1896	Trinity Hall
1897	Trinity Hall

WINNERS OF THE MAGDALENE PAIRS

1844 T. W. Brooks and W. P. Cloves, First Trinity
1845 S. Vincent and E. P. Wolstenholme, First Trinity
1846 T. S. Hoare and T. M. Gisborne, St. John's
1847 S. Vincent and W. Maule, First Trinity
1848 A. B. Dickson and W. L. G. Bagshawe, Third Trinity
1849 A. Baldry, First Trinity, and W. L. G. Bagshawe, Third Trinity
1850 J. B. Cane and C. Hudson, St. John's
1851 E. Macnaghten, First Trinity, and F. W. Johnson, Third Trinity
1852 W. S. Longmore and E. Hawley, Sidney
1853 R. Gordon and J. B. Barlee, Christ's
1854 R. C. Galton, First Trinity, and H. Blake, Corpus
1855 H. Blake, Corpus, and J. Wright, St. John's
1856 R. Gordon and P. H. Wormald, Christ's
1857 R. E. Thompson and N. Royds, First Trinity
1858 R. Beaumont and F. W. Holland, Third Trinity
1859 D. Ingles, First Trinity, and J. P. Ingham, Third Trinity
1860 R. P. Fitzgerald, Trinity Hall, and J. P. Ingham, Third Trinity
1861 A. D'A. Burney and A. M. Channell, First Trinity
1862 J. G. Chambers, Third Trinity, and R. Neave, Trinity Hall
1863 R. A. Kinglake, and J. R. Selwyn, Third Trinity
1864 R. A. Kinglake and W. R. Griffiths, Third Trinity
1865 J. R. Selwyn and W. R. Griffiths, Third Trinity
1866 W. R. Griffiths, Third Trinity, and J. U. Bourke, First Trinity
1867 E. Hopkinson and H. Hebert, Christ's
1868 C. Pitt-Taylor and J. Blake-Humfrey, Third Trinity
1869 L. P. Muirhead and E. Phelps, Sidney
1870 John B. Close and G. L. Rives, First Trinity
1871 James B. Close and John B. Close, First Trinity
1872 H. E. Rhodes and E. Hoskyns, Jesus
1873 P. J. Hibbert and E. Sawyer, Lady Margaret
1874 G. F. Armytage and C. D. Shafto, Jesus
1875 W. B. Close and G. C. Dicker, First Trinity
1876 T. E. Hockin and C. Gurdon, Jesus
1877 J. G. Pinder and C. O. L. Riley, Caius
1878 A. H. Prior and H. Sandford, Lady Margaret
1879 J. A. Watson-Taylor, Magdalene, and T. E. Hockin, Jesus
1880 L. R. Jones and E. H. Prest, Jesus
1881 J. F. Kieser and S. P. Smith, First Trinity
1882 W. K. Hardacre and F. C. Meyrick, Trinity Hall
1883 C. J. Bristowe and F. C. Meyrick, Trinity Hall

1884 P. S. Propert and S. Swann, Trinity Hall
1885 R. H. Coke and S. Swann, Trinity Hall
1886 S. D. Muttlebury and C. Barclay, Third Trinity
1887 C. T. Barclay and S. D. Muttlebury, Third Trinity
1888 P. Landale and C. B. P. Bell, Trinity Hall
1889 J. C. Gardner, Emmanuel, and S. D. Muttlebury, Third Trinity
1890 G. Francklyn and S. D. Muttlebury, Third Trinity
1891 G. A. H. Branson and G. C. Kerr, First Trinity
1892 C. T. Fogg-Elliot and W. Landale, Trinity Hall
1893 R. O. Kerrison and T. G. E. Lewis, Third Trinity
1894 N. W. Paine and R. O. Kerrison, Third Trinity
1895 A. J. Davis and L. H. K. Bushe-Fox, Lady Margaret
1896 A. S. Bell and W. J. Fernie, Trinity Hall
1897 W. Dudley Ward, Third Trinity, and W. J. Fernie, Trinity Hall

WINNERS OF THE COLQUHOUN SCULLS

1837 Berney, Lady Margaret
1838 Antrobus, Lady Margaret
1839 Vincent, Lady Margaret
1840 A. T. W. Shadwell, Lady Margaret
1841 A. T. W. Shadwell, Lady Margaret
1842 Denman, First Trinity
1843 Thompson, Peterhouse
1844 Miles, Third Trinity
1845 Cloves, First Trinity
1846 Maule, First Trinity
1847 Bagshawe, Third Trinity
1848 Bagot, Second Trinity
1849 Miller, Third Trinity
1850 Cowie and Hudson (dead-heat)
1851 Macnaghten, First Trinity
1852 Courage, First Trinity
1853 Galton, First Trinity
1854 Wright, Lady Margaret
1855 Salter, Trinity Hall
1856 Beaumont, Third Trinity
1857 Busk, First Trinity
1858 Ingles, First Trinity
1859 Paley, Lady Margaret
1860 Channell, First Trinity
1861 J. C. Hawkshaw, Third Trinity
1862 C. B. Lawes, Third Trinity
1863 J. G. Chambers, Third Trinity
1864 G. D. Redpath, First Trinity
1865 H. Watney, Lady Margaret
1866 G. Shann, First Trinity
1867 G. H. Wright, First Trinity
1868 E. Phelps, Sidney, and F. E. Marshall, First Trinity
1869 John B. Close, First Trinity
1870 J. H. D. Goldie, Lady Margaret
1871 C. W. Benson, Third Trinity
1872 James B. Close, First Trinity
1873 A. C. Dicker, Lady Margaret
1874 W. B. Close, First Trinity
1875 S. A. Saunders, Second Trinity
1876 J. C. Fenn, First Trinity

1877 T. W. Barker, First Trinity
1878 H. Sandford, Lady Margaret
1879 A. H. Prior, Lady Margaret
1880 J. F. Kieser, First Trinity
1881 J. C. Fellowes, First Trinity
1882 F. W. Fox, First Trinity
1883 S. Swann, Trinity Hall
1884 F. I. Pitman, Third Trinity
1885 A. M. Cowper-Smith, First Trinity
1886 J. C. Gardner, Emmanuel
1887 C. B. P. Bell, Trinity Hall
1888 S. D. Muttlebury, Third Trinity
1889 E. T. Fison, Corpus
1890 G. Elin, Third Trinity
1891 G. C. Kerr, First Trinity
1892 E. H. M. Waller, Corpus
1893 R. P. Croft, Trinity Hall
1894 J. F. Beale, First Trinity
1895 A. S. Bell, Trinity Hall
1896 H. A. Gould, First Trinity
1897 R. B. Etherington-Smith, First Trinity

PRESIDENTS OF THE CAMBRIDGE UNIVERSITY BOAT CLUB

1840 C. M. Vialls, Third Trinity
1841 J. M. Ridley, Jesus
1842 R. H. Cobbold, Peterhouse
1843 J. Beresford, Peterhouse
1843 T. W. Brookes, First Trinity
1844 J. W. Richardson, First Trinity
1845 C. G. Hill, Second Trinity
1846 W. Harkness, Lady Margaret
1847 W. Maule, First Trinity
1848 A. B. Dickson, First Trinity
1849 W. L. G. Bagshawe, Third Trinity
1850 J. C. Holden, Third Trinity
1851 H. Brandt, First Trinity.
1852 F. W. Johnson, Third Trinity
1853 E. Hawley, Sidney
1853 T. S. Egan, Caius
1854 S. V. Stephenson, Caius
1855 H. F. Johnson, Third Trinity
1855 H. W. Schreiber, Trinity Hall
1856 H. R. Mansel-Jones, Third Trinity
1856 P. Pearson, Lady Margaret
1857 R. Lewis-Lloyd, Third Trinity
1858 R. Lewis-Lloyd, Third Trinity
1859 J. Hall, Magdalene
1860 J. Hall, Magdalene
1861 M. Coventry, Trinity Hall
1862 G. H. Richards, First Trinity
1863 W. C. Smyly, First Trinity
1864 J. C. Hawkshaw, Third Trinity
1865 J. G. Chambers, Third Trinity
1866 R. A. Kinglake, Third Trinity
1867 W. R. Griffiths, Third Trinity
1868 J. Still, Caius
1869 W. H. Anderson, First Trinity
1870 J. H. D. Goldie, Lady Margaret

1871 J. H. D. Goldie, Lady Margaret
1872 J. H. D. Goldie, Lady Margaret
1873 C. S. Read, First Trinity
1874 James B. Close, First Trinity
1875 H. E. Rhodes, Jesus
1876 W. B. Close, First Trinity
1876 P. W. Brancker, Jesus
1877 T. W. Lewis, Caius
1878 C. Gurdon, Jesus
1879 E. H. Prest, Jesus
1880 J. A. Watson-Taylor, Magdalene
1881 J. A. Watson-Taylor, Magdalene
1882 E. Lambert, Pembroke
1883 C. W. Moore, Christ's
1884 R. G. Gridley, Third Trinity
1885 F. E. Churchill, Third Trinity
1886 F. I. Pitman, Third Trinity
1887 S. Fairbairn, Jesus
1888 S. D. Muttlebury, Third Trinity
1889 S. D. Muttlebury, Third Trinity
1890 S. D. Muttlebury, Third Trinity
1891 G. Elin, Third Trinity
1892 G. Elin, Third Trinity
1893 G. C. Kerr, First Trinity
1894 C. T. Fogg-Elliot, Trinity Hall
1895 James B. Close, First Trinity
1896 T. B. Hope, Trinity Hall
1897 A. S. Bell, Trinity Hall
1898 W. Dudley Ward, Third Trinity

VI

SOME FASTEST TIMES ON RECORD

On the Tide-way

Putney to Mortlake, 18 mins. $45\frac{2}{5}$ sec. Oxford in Boat Race, 1893
Mortlake to Putney, 18 mins. 27 secs. Oxford in practice, 1897
Putney to Hammersmith, 7 mins. $27\frac{1}{2}$ secs. Oxford in practice, 1892
Hammersmith to Putney, 7 mins. 20 secs. Oxford in practice, 1897
Barnes to Hammersmith, 7 mins. 48 secs. Oxford in practice, 1897

Over the Racing-course, Henley-on-Thames

Eights, 6 mins. 51 secs. { Leander in Final of Grand, 1891
{ New College in Final of Grand, 1897
Fours, 7 mins. 30 secs. Leander in Final of Stewards, 1897
Pairs, 8 mins. 15 secs. C. T. Barclay and S. D. Muttlebury in Final of Silver Goblets, 1887
Sculling, 8 mins. 36 secs. Guy Nickalls in Final of Diamonds, 1888
8 mins. 35 secs. E. H. Ten Eyck in Final of Diamonds, 1897

VII

THAMES PUNTING CLUB

RULES AND REGULATIONS FOR PUNT RACES

MAY, 1897

Definition of an Amateur Punter

The following has been adapted from the definition of an amateur as settled by the Amateur Rowing Association :

No person shall be considered an amateur punter :—

1. Who has ever punted in any race for a stake, money or entrance fee.
2. Who has ever knowingly punted with or against a professional for any prize.
3. Who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind for profit.
4. Who has ever been employed in or about boats, or in manual labour, for money or wages.
5. Who is or has been by trade or employment for wages, a mechanic, artisan, or labourer, or engaged in any menial duty.
6. Who is disqualified as an amateur in any other branch of sport.

Definition of Junior and Veteran

A junior punter is one (*a*) who has never won an Open Single Punting Race ; (*b*) who has never won the final of the Junior Club Race, or any open race for juniors ; (*c*) who has never competed for the championship.

A junior double punter is one (*a*) who has never won an open double punting race ; (*b*) who has never won the final of the Club Double Punting Race, or any double punting open race for juniors.

A veteran may be either a senior or a junior punter who is over forty years of age.

Definition of a Punt

A punt is a flat-bottomed craft without stem, keel, or sternpost, and the width at each end must be at least one-half of the width at the widest part.

The length of a punt is its extreme measurement over all, and its width is its widest part measured inside on the bottom.

Subject to compliance with these definitions a punt may be any length or width.

A punt when used for racing shall have no external attachment to assist the balance or for any other purpose.

For racing purposes a punt shall not be propelled by any means other than by a pole used by the punter.

Racing

I. All punt races shall be started in the following manner:—The starter, on being satisfied that the competitors are ready, and the sterns level, shall give the signal to start.

II. If the starter considers the start false, he shall at once recall the punts to their stations: and any punt refusing to start again shall be disqualified.

III. Any punt not at its post at the time specified shall be liable to be disqualified by the umpire.

IV. The umpire may act as starter, if he thinks fit; where he does not so act the starter shall be subject to the control of the umpire.

V. No competitor shall on any account put his pole in another competitor's punt, and any competitor who touches with his hand—or any part of his body—any object outside his own punt, will be liable to disqualification.

VI. It shall be considered a foul when, between the starting-post and the turning ryepeck, a competitor's punt collides with the punt of another competitor, unless, in the opinion of the umpire, such contact is so slight as not in any way to interfere with the same. The umpire shall be the sole judge of a punt's own water and due course during the race, and he may caution any competitor when in danger of committing a foul.

VII. At all regattas held under the rules of the Thames Punting Club, it shall be at the discretion of the local committee to decide whether one or more ryepecks shall be used at the turn. Competitors being clear of their opponents after turning may choose their own water, but no boring or fouling will be permitted; the punt so offending shall be disqualified.

N.B.—Both this rule and that preceding it assume that the first part of the race is down stream, as is the case in all the Club Races, and other of the principal Punting events.

VIII. The umpire, when appealed to, shall decide all questions as to a foul.

IX. A claim of foul must be made to the umpire by the competitor himself before getting out of his punt.

X. In case of a foul, the umpire shall have the power—

A. To place the punts—except the punt committing the foul, which is disqualified—in the order in which they come in.

B. To order the punts engaged in the race, other than the punt committing the foul, to punt over again on the same or another day.

C. To re-start the qualified punts from the place where the foul was committed.

XI. All competitors must be in their punts on reaching the winning post.

XII. Every punt shall abide by its accidents.

XIII. No person shall be allowed to accompany a competitor for the purpose of directing his course or affording him other assistance. The punt receiving such direction or assistance shall be disqualified at the discretion of the umpire.

XIV. The jurisdiction of the umpire extends over the race and all matters connected with it, from the time the race is specified to start until its final termination, and his decision in all cases shall be final and without appeal.

XV. Any competitor refusing to abide by the decision or to follow the directions of the umpire shall be disqualified.

XVI. The umpire, if he thinks proper, may reserve his decision, providing that in every case such decision be given on the day of the race.

XVII. Subject to the foregoing rules, the race will be won by the competitor who is the first to take his punt up to the winning line.

XVIII. Any person who is reported to the Committee of the Thames Punting Club by either the starter or umpire of any punting race for unbecoming conduct or intentional fouling may be declared incapable of competing for or winning a prize at any regatta or in any race held under the rules of the Thames Punting Club for such period as the Committee of the Thames Punting Club may decide upon, including the race during which such conduct or fouling has occurred.

WINNERS OF AMATEUR PUNTING CHAMPIONSHIP

1886 E. V. Gardner.
1887 F. Tomkins (T.P.C.)
1888 W. H. Grenfell (T.P.C.)
1889 W. H. Grenfell (T.P.C.)
1890 W. H. Grenfell (T.P.C.), resigned
1891 N. M. Cohen (T.P.C.) 6 m. 48 s.
1892 A. H. M. Kilby (T.P.C.), 7 m. 6 s.
1893 B. Rixon (T.P.C.), 6 m. 40 s.

1894 H. S. Verity (T.P.C.), 7 m. 7 s.
1895 B. Rixon (T.P.C.), 5 m. 50 s.
1896 B. Rixon (T.P.C.), 5 m. 29 s.
1897 Colin Romaine (T.P.C.), 5 m. 50 s.

WINNERS OF PROFESSIONAL PUNTING CHAMPIONSHIP

1876 E. Andrews, 13 m.
1877 to 1890 Abel Beesley, fastest time 10 m. 59 s. (retired)
1891 W. Haines, 11 m. 14 s. (retired)
1892 G. Haines, 11 m. 59 s.
1893 C. Asplin, 11 m. 43 s.
1894 W. Haines, 11 m. 28 s.
1895 Meeting not held
1896 F. H. Haines, 11 m. 41 s.
1897 W. Haines.

GLOSSARY OF PUNTING TERMS

Head.—That end of a punt which is not decked in.

Stern.—That end of a punt which is usually decked in.

Till.—The deck at the stern of a punt.

Tread.—Flat stays across the bottom of a punt on the inside.

Gratings or Boards.—Removable pieces which form the floor of the punt between the treads.

Huff.—The main stay across each end of the punt.

Knee.—Upright stays to the side, which are fixed in the treads.

Ryepeck.—A pole shod with an iron spike, suitable for temporary mooring of a punt, also used at the turn in punt racing.

Pole.—A pole shod with a forked iron, used in propelling a punt.

Iron.—A forked iron shoe fitted to the thicker end of the pole.

Well.—Two water-tight bulk-heads with a top opening at the centre; a wet well has iron gratings let in the side of the punt at each end of the well; a dry well is the same without gratings. Sometimes the dry well is fitted with a plug in the bottom of the punt, so that it can be used either as a dry well or a wet well.

Pinching a Punt.—Pressing the pole against the side of the punt at the end of the stroke.

Pricking a Punt.—An old term applied to the early style of the punting stroke when the feet were stationary.

Swim.—The upward curve of the bottom at each end of the punt.

Chine.—The outside edge of the punt where the side meets the bottom.

THE RULE OF THE ROAD

From the Conservancy Rules issued in June 1895 :—

1. *Boats going against the Stream.*—A rowing boat or punt going against the stream or tide has the right to either shore or bank, and should keep inside all craft meeting it (except barges towing). When going against stream or tide, and overtaking another craft, a rowing boat or punt should keep outside the craft overtaken. When overtaken by craft towing, a rowing boat or punt should give way, allowing the craft towing to go in shore.

2. *Boats going with the Stream.*—A rowing boat or punt going with the stream or tide should keep away from the banks, and pass outside all similar craft meeting it. When going with stream or tide, and overtaking another craft, a rowing boat or punt must go clear of the craft overtaken. When passing a launch or tug in mid-river, a rowing boat or punt should keep to the right, as in walking, leaving the boat passed on the port or left side. A boat or punt should not be towed down stream.

With reference to Rule 2 it would undoubtedly be a concession of considerable advantage to a punt to be allowed to pass on the inside close to the shore, more particularly in places where the river is deep in the middle. If the punt were to keep quite close in to the shore it would make very little difference to the course of the skiff coming up, whereas a punt keeping outside is obliged to go a long way out to allow room for the sculls on both sides of the skiff, and frequently gets into such deep water that control from the bottom of the river is lost.

When going down stream punts should never claim to go on the inside as a right, but only take that position if the skiff is inclined to make way for them.

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